The Hong Kong Daily Press.

No. 5590 號十九百五千五第 日三念月九年亥乙緒光 HONGKONG, THURSDAY, OCTOBER 21ST, 1875. 四拜禮 號一十二月十英 港香 [PRICE $2½ PER MONTH.

Arrivals.

October 19, NEW ERA, American ship, 1,145, C. H. Sawyer, Cardiff 26th June, Coals. —ORDER.

October 20, GAELIC, British steamer, 2,562, W. H. Kidley, San Francisco September 16th, and Yokohama 12th Oct., General. —O. & O. S. S. Co.

October 20, DOUGLAS, British str., 864, E. Burnie, Foochow 17th October, Amoy 18th, and Swatow 19th, General.—D. LAPRAIK & Co.

October 20, BOMBAY, British str., 749, C. F. Davies, Station Island (Haitan Straits) 18th Oct., Ballast.—P. & O. S. N. Co.

October 20, B. AYMORY, American bark, 517, Lapham, Newchwang 8th Oct., Beans. —CHINESE.

October 20, AMOY, British str., 846, Drewes, Shanghai 17th Oct., General.—SIEMSSEN & Co.

October 20, RAJAH, British steamer, 359, W. Menzell, Swatow 19th September, Sugar. —HOP-HING.

October 20, HOW SANG, Chinese str., 800, N. Lamont, Shanghai 17th October, General.—C. M. S. N. Co.

October 20, PATROCLUS, British str., 1,650, M. R. White, Amoy 19th October, Tea. —BUTTERFIELD & SWIRE.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, OCTOBER 20TH.

Daylight, for Bangkok.
Yesso, str., for East Coast.
Leonor, str., for Amoy.
Morro Castle, for Whampoa.

Departures.

October 20, KASHGAR, str., for Shanghai.
October 20, FRIEDRICH, for Saigon.
October 20, WEYMOUTH, for San Francisco.
October 20, MORRO CASTLE, for Whampoa.
October 20, FU-YEW, str., for Shanghai.

Passengers.

ARRIVED.

Per *Gaelic*, str., from San Francisco and Yokohama:—
Messrs. Juan Barben, Alfred W. May, Serapia Orbeta, and E. H. Dimond, and 567 Chinese.
Per *Douglas*, str., from East Coast:—
Messrs. Leitt, Fairhurst, Lent, and Moncherjee, 5 Europeans; deck, and 98 Chinese.
Per *Bombay*, str., from Station Island:—
Mr. Green.
Per *B. Aymory*, from Newchwang:—
2 Chinese.
Per *Amoy*, str., from Shanghai:—
19 Chinese.
Per *Rajah*, str., from Swatow:—
26 Chinese.
Per *How Sang*, str., from Shanghai:—
50 Chinese.

TO DEPART.

Per *Yesso*, str., for East Coast:—
2 Cabin and 200 Chinese.
Per *Daylight*, for Bangkok:—
20 Chinese.
Per *Leonor*, str., for Amoy:—
48 Chinese.

Reports.

The British steamship *Gaelic* reports left San Francisco on 16th September, with 28 Europeans and 567 Chinese passengers, 1,650 tons merchandise, $312,934 in treasure, and 13 bags U.S. mails. From the 6th of September to 19th had fine weather; on the 20th it blew a strong S.W. gale; on the 21st a high sea with increasing squalls; on the 22nd the glass fell from 29.8 to 29.4, while blowing a heavy gale with a high confused sea; on the 23rd same. On the 24th to 26th heavy squalls and high Westerly sea. On the 26th glass fell to 28.52; with a furious gale which reached hurricane force, and blew away the main-topsail and stove in the after part of the wheel-house. From the 27th to the 1st of October blew a fresh gale with heavy head sea. On same day at 6 p.m., ship pitching and rolling, shipped quantities of water across her deck; on the 2nd squally weather and high head sea; on the 3rd glass fell to 28.35 (lower by 25 than when this ship was in a typhoon on her last trip to San Francisco). Early in the morning the hatches were secured as there was much water shipping on deck. A furious gale followed which lasted all day and night, with a tremendous sea from the S.W.; at 6 p.m. the ship was rolling and pitching so heavily that dinner was all but impossible, but no ship could bear it or behave better than did the *Gaelic*; on the 4th and 5th a heavy beam sea with drizzling rain, the glass tore to 29.04; on the 6th fine weather set in to 8th, when during the night of the 8th and morning of the 9th there blew a heavy gale, but calmed down under a heavy rain storm about 1 p.m.; had fine weather on the 10th and 11th. Arrived at Yokohama on the 11th instant at 4.06 p.m., landed mails and cargo and all the cabin passengers among whom was seven or eight English gentlemen travelling for pleasure to see the country, and are coming to Hongkong by way of Shanghai. Left Yokohama on the 12th at 6.30 p.m., and had fine weather all the way to this port. On the 18th met and exchanged signals with a steamer bound North, belonging to Douglas Lapraik, running between Amoy and Tientsin, reports all well on board. Arrived at Hongkong on the 20th at 7.50 p.m. This steamer brings for this port 1,510 tons merchandise, $312,934 in treasure, and 6 bags of mail matter.

CONSIGNEES.—Messrs. S. E. Burrows and Sons, Bow War, Chung Wo, Chew Ying Wo, Chen Chong Wing, Choy Chong Hang & Co., Chong Pau Sam, Fook Yuen Lung & Co., Foster & Co. (Manila), care of Russell & Co., Fook Sang Wo, Hee Chong Ching, Hung On Tai & Co., Hung Cheong Tai, Hoong Fung, Hong Tai On, H. Hoppius care of Siemssen & Co., Kong Sing Tai, Kung Cheong Lung, Kwong Hip Wo, Kwong Wan Yune, Kwong Tai Chong, Kwong Wo & Co., Kwong Tuck Wo, Kwang Yuen & Co., Kwang Man Fung, Kwong Tai Chong, Kwong Seng Tai & Co., Kam Ching Tai, Kwong Yuen, Kan Chang Tai, Ly Lung, Lane, Crawford & Co., Lammert, Atkinson & Co., Lun Hing Lung, Lee Ping, Lin Hing & Co., Long Chong Chun & Co., Ming Kee, E. Buch (Calcutta) care of Macondray & Co., Miss Mitchell, Purdon & Co., E. Patherchas care of Heard & Co., H. H. Poate, Quong Sun Loong & Co., Quong Yuen Cheong, Quong Tuck Wing & Co., Quan Yee Gee, Quong Yee Boo, Quong Chong Lung & Co., Quang Lun Lung, Quong Sun Loong & Co., Quong Tie Yuen, Quong Ying Ching, Quong Wo, Russell & Co., Raedecker & Co., Sam Tip, See Shing, See Sing, Tong Ling Lung, Tung Tuck, Tong San Wo, Tung Cheong Lung, Tai Chuen, Wing Mow Chung & Co., Wo Tye Hing, Wo Kee Chan, Wing Chang Chun & Co., Wing Mow Fung, Wing Kee, Wing Ching & Co., Wo Lung, Wo Chung Fat & Co., Wing Cheong Kut, Yee On, Yee Sing Chong, Yee Hing & Co., Yik Lee, Yee Own & Co., Vogel, Hagedorn & Co.

(*For continuation of Shipping Reports see third page.*)

Auction Sales To-day.

LANE, CRAWFORD & Co., At 11 A.M., Unserviceable Government Stores.

J. M. ARMSTRONG, At 12 noon, Sundry Goods.

W. KERFOOT HUGHES, At 12 noon, A quantity of Oregon Pine; At 3 P.M., Cardiff Coals.

To be Let.

TO LET.
(With Possession on the 1st November.)
THE HOUSE and PREMISES known as GRAIGELLACHIE, situated on the Bonham-Road, lately in the occupation of R. JENSEN, Esq., and now of P. KAEBERG, Esq. Good Stabling. Gas and Water laid on.
Apply to E. SHARP & TOLLER, *Solicitors*
1523 Hongkong, 11th October, 1875.

TO LET.
A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchai.
Apply to S. E. BURROWS & SONS.
tf 453 Hongkong, 20th March, 1875.

TO LET.
THAT Commodious Three-storied HOUSE No. 13, Peel Street, at present in the occupation of Mr. P. B. CAMA. Possession from the 1st proximo. TATA & Co.
1m 1480 Hongkong, 1st October, 1875.

TO LET,
With Immediate Possession,
TWO DWELLING HOUSES and OFFICES, Nos. 14 and 16, Stanley Street, lately in the occupation of Messrs. RAYNAL & Co.
The Upper Portion of the PREMISES, No. 44, Queen's Road, lately in the occupation of Messrs. G. DUBOST & Co.
The HOUSE, No. 35, Wellington Street, lately in the occupation of Messrs. ROSE & Co.
The DWELLING HOUSE and OFFICES, No. 1, Stanley Street, lately in the occupation of Messrs. DREYER & Co.
The HOUSES, Nos. 11 and 13, Gage Street.
The DWELLING HOUSE, No. 4, Alexandra Terrace.
The STORE and DWELLING HOUSE, No. 31, Queen's Road, at present in the occupation of Miss GARRETT. Possession from 1st November.
DOUGLAS LAPRAIK & Co.
tf 1550 Hongkong, 16th October, 1875.

TO LET.
THE Premises known as the "THE WOODLANDS," newly painted and in Good Order.
Apply to BEMEDIOS & Co.
tf 131 Hongkong, 22nd January, 1875.

TO BE LET,
With Immediate Possession,
THE HOUSE No. 7, Gough Street. Apply to GIBB, LIVINGSTON & Co.
1473 Hongkong, 29th September, 1875.

TO LET,
With Immediate Possession,
THE Semi-detached RESIDENCES Nos. 1 and 2, WESTBOURNE VILLAS, Bonham-Road.
HOUSES on Upper Mosque Terrace.
All with Gas and Water laid on.
Also,
A First-class GODOWN at Wanchi of about 5,000 tons capacity.
Apply to T. G. LINSTEAD.
1464 Hongkong, 28th September, 1875.

TO LET.
THE PREMISES at present occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road.
Apply to G. FALCONER.
tf 1070 Hongkong, 7th July, 1874.

TO LET.
SOME HOUSES on PEDDAR'S HILL, No. 2, SEYMOUR TERRACE.
No. 7, GARDEN ROAD, known as "HARPERVILLE."
Apply to DAVID SASSOON, SONS & Co.
tf 512 Hongkong, 4th October, 1875.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.....100,000 of Dollars.

Court of Directors:—
Chairman—AD. ANDRE, Esq.
Deputy Chairman—W. H. FORBES, Esq.
R. B. Ellitiot, Esq. | H. Hoppius, Esq.
J. F. Cordes, Esq. | A. McIver, Esq.
F. D. Sassoon, Esq.
Chief Manager.
Hongkong—James Greig, Esq., *Manager.*
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum.
6 " 4 " "
12 " 5 " "
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 12th August, 1875.

NOTICE.
THE Interest and Responsibility of Mr. JAMES WHITTALL in our Firm ceased on the 30th April, 1875.
Mr. WILLIAM PATERSON was admitted a Partner on the 1st May last, and we have authorized Mr. JOHN BELL IRVING and Mr. JAMES JOHNSTONE KESWICK to sign our Firm.
JARDINE, MATHESON & Co.
1291 Hongkong, 20th August, 1875.

NOTICE.
MR. THOMAS GIBB WILLIAMSON is authorized to SIGN our Firm in Hongkong by procuration.
ADAMSON, BELL & Co.
7d 1555 Shanghai, 12th October, 1875.

NOTICE.
THE Interest and Responsibility of Mr. THOMAS PICKERING BROWN, in our Firm, ceased on the 10th November, 1873.
E. VINCENT & Co.
Swatow, China, 10th October, 1874.

MR. COLIN CAMPBELL WILLIAMS is this day admitted a Partner in our Firm.
E. VINCENT & Co.
Swatow, China, 10th October, 1874. [tf 1669

THE Undersigned has been appointed AGENT at this Port for Messrs. HENRY S. KING & Co., of London.
OFFICE—*No. 6, Stanley Street.*
W. H. NOTLEY.
tf 1765 Hongkong, 24th October, 1874.

NOTICE.
THE Interest and Responsibility of Mr. FREDRICK CHARLES BROWN in our Firm ceased on the 30th September, 1875.
WILSON, NICHOLLS & Co.
1m 1490 Amoy, 30th September, 1875.

IMPERIAL FIRE INSURANCE COMPANY.
THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one FIRST-CLASS RISK,
at Current Rates.
A RETURN OF TWENTY PER CENT. (20 %) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.
GIBB, LIVINGSTON & Co., *Agents.*
Imperial Fire Insurance Company.
333 Hongkong, 1st March, 1874.

Intimations.

THOMPSON AND HIND
INVITE INSPECTION OF THEIR
NEW GOODS.
LADIES' WHITE and COLOURED KID GLOVES,
One, Two, Four, and Six Buttons.
WOOL SLIPPER and CUSHION PATTERNS,
Newest Designs.
SILVER FOX, MUSQUASH, and OTHER FUR TRIMMINGS.
CLOTH JACKETS TRIMMED WITH FUR AND FEATHERS.
OTTOMAN SETS. NEW TUCKERS.
BEADED JACKETS, BEAD TRIMMINGS, Newest Styles.
APPLIQUE TABLEAUS.
BEADED LACE CUIRASSE.
RAMPORE, ROYAL SRINUGGAR, AND CASHMERE SHAWLS.
HYMALAYAN, QUEENSLAND, AND SNODOWN SHAWLS,
For Ladies' Chair Rugs.
New Shapes in Gentlemen's FELT HATS, SHIRTS, COLLARS, AND SCARFS.
666 Hongkong, 8th September, 1875.

FOR SALE.
THE YACHT "*MAOMI*," as she now lies at East Point, with SPARS, SAILS, RIGGING, and LEAD BALLAST, complete. If required, the Ballast will be Sold separately.
For Particulars, apply to L. L. BUSH.
tf 1369 Hongkong, 7th September, 1875.

PATENT SLIP & DOCK COMPANY AND NOVELTY IRON WORKS,
No. 32, PRAYA WEST,
MACHINE, BOILER, AND BLACKSMITH SHOPS,
IRON AND BRASS FOUNDERS.
THE Undersigned is now prepared to take on large Vessels for PAINTING and RE-COPPERING; also large REPAIRS to Hulls and Machinery, &c.
A Large Assortment of Spars and Lumber, Iron and Copper Plates, Iron and Brass Rods, Pitch, Oakum, and Felt, Sheathing Metal and Nails, Rivets, Screw Bolts and Wood Screws always on hand.
Boats and Steam Launches built to order.
H. O. BAILIE, *Manager.*
Office, Novelty Iron Works, Praya West, Hongkong, 26th July, 1875. [3m 1148

STORAGE.
COALS received on Storage in First-class Godowns (lately known as those of Messrs. R. S. WALKER & Co.) of about 5,000 tons Capacity, situated on the Praya, West Wanchi.
T. G. LINSTEAD.
1909 Hongkong, 18th November, 1874.

NOTICE.
LOW LEONG KENG, late of Singapore, but formerly of Chee Hung in the district of Ku Yeo Cheung in China, *deceased*, WHEREAS the said LOW LEONG KENG, by his last Will and Testament, gave and bequeathed his residuary Estate and Effects unto his present son, LOW QUEI SEW, and any other son or other sons he might have living at his death, whether by his second or any other wife or wives, and whether such sons should be illegitimate according to English Law or custom or not, and by the same Will certain legacies were given to each of the daughters of the said deceased, NOTICE IS HEREBY GIVEN, Pursuant to a decree of the Supreme Court of the Straits Settlements (Division of Singapore) made in the cause of LOW QUEI SEW, an infant, Plaintiff, versus LOW SOON WAN NEO, Executrix of the last Will and Testament of the said LOW LEONG KENG, deceased, Defendant, the Persons claiming to be sons or daughters of the said LOW LEONG KENG living at the time of his death, on the 18th day of February, 1873, or to be the legal personal representatives of such of the said sons and daughters as, having survived the said deceased, and attained the age of 21 years, are now dead, on or before the 1st day of November, 1875, to come in and prove their Claims before the Registrar of the Supreme Court of the Straits Settlements (Division of Singapore), or, in default thereof they will be peremptorily excluded from the benefit of the said decree.
Dated this 12th day of August, 1875.
C. E. VELGE, *Registrar.*
AITKEN, DONALDSON & BURKINSHAW, 1320] *Attorneys of the above-named Plaintiff.*

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.
THE Undersigned, having been appointed Agents in Hongkong for the above Company call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 %) only.
SIEMSSEN & Co., *Agents.*
tf 1028 Hongkong, 1st July, 1874.

BATAVIA SEA AND FIRE INSURANCE COMPANY.
THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—
MARINE RISKS.
Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.
A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.
FIRE RISKS.
Policies granted on First-class Buildings to an extent of $20,000.
A DISCOUNT of TWENTY PER CENT. (20%) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.
RUSSELL & Co., *Agents.*
1 Hongkong, 1st January, 1874.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.
CAPITAL AND SURPLUS 800,000 TAELS.
POLICIES granted on *Marine Risks* to all parts of the World, at current rates.
This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15 %, for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.
RUSSELL & Co., *Agents.*
tf 1039 Hongkong, 9th July, 1872.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.
FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rate of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co., *Agents.*
tf 1193 Hongkong, 27th June, 1872.

Auctions.

MESSRS. LANE, CRAWFORD & Co. have been instructed to Sell by PUBLIC AUCTION,
THIS DAY,
the 21st October, 1875, at 11 o'clock A.M., at Her Majesty's Control Reserve Stores, Queen's Road East,
The following UNSERVICEABLE GOVERNMENT STORES, viz.:—
Bengal TENTS, TENTS d'ABRI, GREY BLANKETS, Old BEDDING, Old RAGS, Old BRASS, COPPER, IRON, METAL, ZINC, GUNPOWDER, Beckford's FUZE, a 33-feet GIG, and a Quantity of other Miscellaneous STORES.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
F. C. P. SILVEIRA, *Acting Assistant Controller.*
Control Office, Hongkong, 18th October, 1875. [4d 1552

PUBLIC AUCTION.
THE Undersigned will Sell by Public Auction,
THIS DAY,
the 21st October, 1875, at Noon, at his Sale Rooms, Queen's Road,—
Cases COGNAC.
" VERMOUTH.
" CHAMPAGNE.
" SHERRY.
" PORT WINE.
Casks CEMENT.
Boxes Yellow Bar SOAP.
Toilet Ball SOAP.
Writing and Copying INK.
Letter, Note, and Foolscap PAPER and ENVELOPES.
Fancy CLOTH, White FLANNEL, Linen DUCK, &c., &c.
An Invoice of MEERSCHAUM PIPES.
And Sundry other GOODS.
By Order,—
Sundry EFFECTS of the late GUSTAVE TORLEY and EDWARD PARKER.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
J. M. ARMSTRONG, *Auctioneer.*
1563 Hongkong, 20th October, 1875.

PUBLIC AUCTION.
THE Undersigned has received instructions from Messrs. OLYPHANT & Co. to Sell by Public Auction,
THIS DAY,
the 21st October, 1875, at Noon, at the Godowns of Messrs. S. E. BURROWS & SONS, Wanchi,—
A Quantity of OREGON PINE, 3 by 10, 3 by 12, 4 by 10, 4 by 12, in Lots to suit Purchasers.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
W. KERFOOT HUGHES, *Auctioneer.*
1564 Hongkong, 20th October, 1875.

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction, for account of the concerned,
THIS DAY,
the 21st October, 1875, at 3 P.M.,—
About 900 Tons CARDIFF COALS, more or less damaged by Fire and Water.
The above Coals were lately removed from Messrs. BURROWS' Godowns, No. 45, and now stored at the Rear of Police Station, No. 5, Wanchi.
TERMS OF SALE.—Cash on delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
W. KERFOOT HUGHES, *Auctioneer.*
1565 Hongkong, 20th October, 1875.

GENERAL WEEKLY SALE.
LANE, CRAWFORD & Co. will Sell by Public Auction, at their Sale Room, Praya,
TO-MORROW,
the 22nd October, 1875, at Noon,—
Toilet and Brown Windsor SOAP, EAU DE COLOGNE, Toilet VINEGAR, COSMETIQUE, TABLE LAMPS, DRUGGET, TOBACCO, GLASS WARE, TOYS, Sailors' KNIVES, Yellow SOAP, White Zinc PAINT.
Also,
PORT WINE, in Casks.
CLARET.
Jules Mumm & Co.'s CHAMPAGNE.
Grey BLANKETS.
50 Empty Beer HOGSHEADS.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all fault and errors of description, at purchasers' risk on the fall of the hammer.
1577 Hongkong, 21st October, 1875.

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction, on
SATURDAY,
the 23rd October, 1875, at 2 o'clock P.M., at the Magistracy Compound,—
Old WROUGHT and CAST IRON.
Old BRASS and COPPER.
Old CHUBB'S LOCKS, BRASS LOCKS, MUSKETS and BAYONETS, HANDCUFFS, &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
J. M. ARMSTRONG, *Auctioneer.*
1556 Hongkong, 19th October, 1875.

PUBLIC AUCTION.
THE Undersigned has received instructions from Captain CREAGH, of H.M.'s 80th Regiment, to Sell by Public Auction, on
SATURDAY,
the 23rd October, 1875, at his Residence, McGregor's Building, Praya East, at 2 P.M.—
The whole of his ELEGANT HOUSEHOLD FURNITURE, consisting of (partly English-made) COUCHES and CHAIRS, PIER GLASSES, Walnut CENTRE TABLE, ENGRAVINGS, &c., &c.
DINING TABLE and CHAIRS, SIDEBOARD, WHATNOTS, GLASS WARE, Dinner and Dessert SERVICES, CUTLERY, &c., &c.
IRON BEDSTEADS, WARDROBES, Marble-top TABLE and WASHSTANDS, TOILET GLASSES, &c., &c., &c.
See Catalogues.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. GUEDES, JR., *Auctioneer.*
1568 Hongkong, 20th October, 1875.

FURNITURE SALE.
LANE, CRAWFORD & Co. have received instructions to Sell by Public Auction, on
MONDAY,
the 25th October, 1875, at 2 o'clock P.M., at "THE ALBANY," No. 2,
The Residence of Captain C. K. BROOKE, Brigade Major,—
The whole of the HOUSEHOLD FURNITURE, comprising IRON BEDS and COTS with BEDDING, TABLES, CHAIRS, Clothes STANDS, WARDROBE, CHEST of DRAWERS, WASHSTANDS, Large BATHS, COUCH, Mahogany Dining TABLE, WHATNOT, PUNKAH, Dinner SERVICE, GLASS, ICE CHEST, &c., &c.
Lady's Sedan and Mountain CHAIRS.
Also,
A Walnut-Cased Cottage PIANO, by J. B. FRANTZ, Paris, with Silk Cover.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
1557 Hongkong, 19th October, 1875.

Auctions.

PUBLIC AUCTION.
THE Undersigned has received instructions from the Trustees of the Estate of Messrs. AUGUSTINE HEARD & Co., to Sell, by Public Auction,
TO-MORROW,
the 22nd October, 1875, at 2 P.M., at his Sale Rooms, Queen's Road,—
ONE SCREW MOORING of 10 Cwt., screwed down 3 fathoms, with 15 fathoms 2in. Chain Bridle, Swivel, and Buoy, situated off the Messageries Maritimes Office;
And
ONE MOORING consisting of Two Anchors of about 3 tons and 2½ tons weight respectively, connected by 90 fathoms of 2in. Chain, with 15 fathoms Bridle, Swivel, and Buoy, situated abreast of the Canton Steamer Wharf, on the off shore side of the Inner Channel.
All in good order.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
J. M. ARMSTRONG, *Auctioneer.*
1544 Hongkong, 15th October, 1875.

FOR SALE.
LETTS' DIARIES for 1876, in every variety.
LANE, CRAWFORD & Co.
tf 1560 Hongkong, 19th October, 1875.

DANISH CONSULATE, Hongkong, 13th August, 1875.
NOTICE is hereby given, that Charts of Hongkong, shewing the track of the GREAT NORTHERN TELEGRAPH COMPANY'S CABLE have been placed in the Harbour-master's Office, as well as in this Consulate, for the information of Shipmasters and Pilots. If any vessel should accidentally get hold of the Cable and bring it to the surface, the Master is requested to do all in his power to clear it without damaging it.
The following is the expose of the track of the Cable:—
On the Island of Hongkong the Company's Cable is landed in the middle of Deep Water Bay, from where it runs about South-midway between Middle Island and Hongkong Island, round Round Island, curving S.E. and E. midway between Tytam Peninsula on Hongkong Island and Lochun Island, and midway between Tylong Head (Cape d'Aguilar) and Soon Kong, from which place it runs East for about a hundred miles, then gradually bending Northward in a distance 25 to 30 miles off the coast of China.
At 25 miles S.S.E. of Chapel Island a Cable branches off, and runs N.N.W. two miles to the Northward of Chapel Island between Woo Seu and Chanchat Rocks, close to the North of Teing Seu, close to the North of Taepan Shoal, and close under Taepan Point, from where it runs in a straight line to the landing place, which is just inside the Southern Point of the Island of Kulang Seu.
From 25 miles outside Chapel Island the Cable runs N.E. about 30 miles outside Chimmo, 15 miles off Turnabout, 30 miles off Tung Ying, from which place it bends more Northward, 35 miles off Pih Ki Shan, 20 miles off the Hie Shan Islands, 30 miles off Tong Ting to North of the Leuconna Group, where it rounds and turns West until it, at a point midway between the Northernmost Island of the Chin San Group, runs within a mile South of Davis Islands and S.W. and W. of Morrison Island up to Gutzlaff, where it is landed on the South West side.
Starting from the same place on Gutzlaff two Cables follow the East and North side of the Yangtsze River's South Bank, as near inshore on the bank as possible right up to Pheasant Point, where they turn into the Woosung River along the right bank until they cross the Woosung River close beneath the Bar Marks, and are landed on the left Bank at the Company's Station.
From Gutzlaff the Cable to Nagasaki is running S.E. midway between Napier's and Bonham's Islands, and midway between Bonham and Brooke's Islands, then Easterly, North of Childer's Rock and four miles South of Barren Islands, from which place it runs in a straight line about E.N.E. till midway between Pallas Rock and Meao Sima (Asses Ears) on the coast of Japan.
H. KLÆR, *Acting Consul.*
1326]

NOW ON SALE.
BOUND VOLUMES of the *China Overland Trade Report* for the Year 1874. Price Ten Dollars.
Apply at the *Daily Press* Office.
Hongkong, 1st February 1875.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.
Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. [3y 1026 July 7

THE TOURIST'S GUIDE.—REDUCED PRICE $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.
Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.
The Daily Press Office.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.
THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.
MELCHERS & Co.
tf 674 Hongkong, 1st May, 1874.

SUN FIRE OFFICE.
THE Undersigned is prepared to Grant Policies against Fire to the extent of $45,000 on First-class Risks.
A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.
T. G. LINSTEAD, *Agent, Sun Fire Office.*
1335 Hongkong, 26th August, 1874.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.
CHAS. H. MORGAN, *Agent.*
1y 944 Hongkong, 18th June, 1875.

CHINESE INSURANCE COMPANY, (LIMITED).
NOTICE.
POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.
OLYPHANT & Co., *General Agents.*
tf 951 Hongkong, 17th April, 1873.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
No charge for Policy fees.
JAS. B. COUGHTRIE, *Secretary.*
Hongkong, 1st November, 1871. [tf 335

Intimations.

ROYAL NAVAL YARD, HONGKONG, 19th October, 1875.
SEALED TENDERS will be RECEIVED by the Undersigned, on or before TUESDAY, the 26th instant, at Noon, for the REPAIR of the Pier at this Yard.
Conditions of Tender will be furnished on application at the Naval Storekeeper's Office.
JOHN BREMNER, *Naval Storekeeper.*
7d 1566]

JUST RECEIVED, and for SALE, a Small Invoice of the following:—Delicious BALE FRUITS, Preserves, and Syrup, Taparco Jam in Jars, Mustard Oil in Bottles. Apply to
J. M. GUEDES, JR., *Queen's Road Central.*
1538 Hongkong, 14th October, 1875.

NOTICE.
WANTED, by a Young Person, a SITUATION as BARMAID, in a respectable Hotel. Good References.
Address L. F., "Glasgow Arms," Singapore.
14d 1533 Singapore, 4th October, 1875.

CHARLES S. STOKES, *CHEMIST,*
VICTORIA DISPENSARY, *HONGKONG.*
ESTABLISHED 1865.

G. O. ROGERS, D.D.S., *DENTIST,*
No. 7, ARBUTHNOT ROAD.
(Will be absent until about November 1st.)
tf 247 Hongkong, 13th September, 1875.

NOTICE.
THE Undersigned will be absent from Hongkong Professionally until further notice.
M. STOUT, D.D.S.
tf 1153 Hongkong, 8th October, 1875.

FOR SALE.
CHAMPAGNE.
HEIDSIECK & Co.'s MONOPOLE, China.
Apply to DEETJEN & Co., *Sole Agents for China and Japan.*
tf 144 Hongkong, 23rd January, 1875.

CHINA FIRE INSURANCE COMPANY, LIMITED.
ADJUSTMENT OF BONUS FOR THE YEAR 1874.
SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a list of their Contributions for the year ending 31st December last, in order that the Distribution of *Twenty-five per cent.* (25 %) of the Net Profits reserved for Contributors, may be arranged. Returns not rendered *prior to the 31st October next* will be adjusted by the Company, and no claims or alterations will be subsequently admitted.
JAS. B. COUGHTRIE, *Secretary.*
3m 1181 Hongkong, 1st August, 1875.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.
ADJUSTMENT OF BONUS FOR THE YEAR 1874.
SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a list of their Contributions for the year ending 31st December last, in order that the Distribution of TWENTY PER CENT. (20 %) of the Nett Profits reserved for Contributors may be arranged. Returns not rendered *prior to the 31st October next* will be adjusted by the Company, and no claims or alterations will be subsequently admitted.
JARDINE, MATHESON & Co., *General Managers.*
4m 1021 Hongkong, 1st July, 1875.

THE SCOTTISH IMPERIAL INSURANCE COMPANY.
THE Undersigned, having been appointed Agent in Hongkong for the above-named Company, is prepared to GRANT POLICIES against FIRE on Buildings and on Goods to the extent of £10,000 at the usual rates subject to an immediate discount of 20 %.
Attention is invited to a considerable reduction in premia for Life Insurance in China.
Life Policies effected during the year 1875, Share in the Bonus to be declared on 31st December for the quinquennial period then ending.
A. MACG. HEATON.
1465 Hongkong, 27th September, 1875.

MANCHESTER FIRE ASSURANCE COMPANY.
THE Undersigned Agents are in receipt of instructions from the Board of Directors, authorizing them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.
A Discount of 20 % allowed.
HOLLIDAY, WISE & Co., *Agents.*
48 Hongkong, 8th January, 1875.

ROYAL INSURANCE COMPANY.
THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.
MELCHERS & Co., *Agents, Royal Insurance Company.*
tf 1780 Hongkong, 28th October, 1874.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.
Established 1809.
CAPITAL—22,000,000.
THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 %)
GILMAN & Co., *Agents.*
tf 1063 Hongkong, 7th July, 1874.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.
NOTICE.
ON and after this date the above Association will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. 33⅓ %) on Local Risks only.
RUSSELL & Co., *Agents.*
tf 1800 Hongkong, 4th June, 1874.

QUEEN FIRE INSURANCE COMPANY.
THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 % on the premia.
EDWARD NORTON & Co., *Agents.*
tf 8 Hongkong, January, 1875.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE,
137, LEADENHALL STREET, LONDON
ESTABLISHED 1843.
THE Undersigned is authorized to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.
A. McIVER, *Agent.*
tf Hongkong, 1st July, 1867.

Intimations.

OCEAN STEAMSHIP COMPANY.
FOR

BIRTH.

At Hongkong, on the 19th instant, the wife of E. F. DE SOUZA, Esq., of a daughter. [1572

The Daily Press

HONGKONG, OCTOBER 21ST, 1875.

THE information received through Reuter's agency, and published in another column, concerning the recent settlement of the difficulty between England and China, is important. It distinctly sets forth that Mr. WADE has stated that he took occasion during the recent negotiations to insist upon the better observance of the Treaties, especially as to the taxation on trade. This announcement will no doubt be received with satisfaction by the British mercantile communities in China. But this satisfaction will be moderated, if not extinguished, by the intelligence that follows. Mr. WADE adds that the Chinese have agreed to enquire and prepare a Report upon this subject as a basis for further negotiations. It is evident from this that the Chinese were pretty wide awake. It may be safely presumed that they will do what they have promised in this respect, but it is not probable that it will amount to much unless the English, on their part, prepare a report also. When enquiries are made of the various officials they will, as a matter of course, be ready to prove themselves blameless and incapable of "squeezing." The grievances under which foreign merchants have laboured are not sentimental ones, nor can it be doubted that great injury has resulted to foreign trade through the violation of the Treaties by Chinese officials. And therefore it is to be hoped that the inquiry will be earnestly prosecuted. Some good may result from it, if it is vigorously followed up. But no other benefit is held out to the British merchants, for Her MAJESTY'S Minister says that no new trade convention can be contemplated, which may be taken to mean that the lekin and barrier dues will continue as before. So, with the exception that the Chinese Government are to be persuaded not to act illegally, no concession to the interests of British commerce has been gained. These are the conclusions to which the telegram just received inevitably leads; and it is certainly disappointing. It was generally believed that some re-adjustment or modification of the taxes imposed upon foreign trade was to form one of the terms of settlement. But it has never, apparently, formed one of Mr. WADE'S demands; he has merely incidentally availed himself of the opportunity to mention the subject of taxation on trade and insist upon the better observance of the stipulations of the Treaty of Tientsin. For this small mercy the British merchants will no doubt be duly thankful, and accept it for what it is worth. Unless however, they take some action in the matter, we fear that will turn out to be very little.

VERY properly, as most people will think, the Great Northern Telegraph Company has entirely suspended operations in connection with the construction of the line from Foochow to Amoy, pending the receipt of notice from the Chinese Authorities that due protection will be given to those employed in the work. Without an assurance to this effect it is worse than useless to attempt to carry out their important undertaking. It is impossible to fulfil a contract in the face of an enemy by whom the work is constantly interrupted and the material stolen or destroyed. It is certainly possible that the Authorities are now sincere in their expressed desire to carry out the contract, and that they find it difficult to restrain the rabble whom it is but too likely they first incited to violence and outrageous interference with the line. The petty mandarins and the *literati* retain their hostility to the line with unabated virulence, and do all they can to exasperate the mob against its projectors. Anonymous placards appear, it is stated, nearly every day posted up in the different towns and villages on the route, calling upon the people to resist the innovation. And these appeals are only too successful. The loss occasioned by the last attack upon the line will fall upon the Chinese Authorities, and this fact, it might have been supposed, would have induced them to act with more energy and decision. It is difficult to believe that they are really unable to reduce the rabble to order. If they showed a resolute determination to put down all manifestations of hostility to the telegraph, the rioters would soon desist from annoying the constructors. This they have not done. On the contrary, they have made it appear that they are unable to restrain the people from these outbreaks; and, when they occur, are passively content to admit their powerlessness to effectually punish the ringleaders, although the scene of the attack is but a few hours' march from the gates of their Yamén. Such conduct can only be explained by one of two reasons. Either the provincial Government is unusually impotent and imbecile, and dare not apply the curb to the vicious propensities of the mob, or else it secretly wishes by this means to so discourage the Great Northern Company as to induce it to throw up the contract altogether. The Chinese Government has hitherto offered a most persistent and determined opposition to the introduction of railways and telegraphs into the country, and such a course as that just indicated would not be altogether inconsistent with its past policy and predilections. But it is most sincerely to be hoped that it has not resorted to so mean a subterfuge to get rid of the difficulty with the Great Northern Company. Had it distinctly and emphatically denied permission to the Company to construct the line, no one would have had a right to complain. But after contracting with the projectors to erect the line for it, the Chinese Government is bound at least to afford the Company's *employés* protection, and to prevent the material being stolen or the work destroyed. To evade doing so is to arouse a natural suspicion of its good faith, and give occasion for doubts like those just suggested. The best and quickest way to dispel them will be for the provincial Authorities to take prompt and vigorous measures for the severe punishment of the chief rioters at Huangkow, and ample precautions against any renewal of the stupid and mischievous attacks by the people on the line and its constructors.

The P. & O. Co.'s steamship *Bombay* steamed round to the Aberdeen Docks yesterday morning.

Her Majesty's ship *Challenger* has recently been making explorations around the Sandwich Islands.

A Naval Court of Enquiry into the loss of the steamship *Hector* was held at Amoy on the 18th inst. The Court ordered that the master, Captain Robinson, have his certificate suspended for fifteen calendar months.

As the O. and O. S. N. Co.'s steamer *Gaelic* arrived yesterday, it was impossible for boats or house gigs to get alongside through a large fleet of small cargo-boats crowding round her, and obstructing the whole of both sides of the ship. These cargo-boats went off to take the numerous passengers on shore.

The Honolulu Government is evidently determined to utilize the appropriation for immigration voted by the last Legislature. They offer a bonus of twenty-five dollars a head for bringing free immigrants from China; and this inducement is extended to the transportation hither of one-fifth as many women as men.

By the steamship *Bombay*, which left the steamship *Sunda* on the 18th instant, we learn that the latter had her fore-foot knocked away and part of the keel forward. There was a hole in the vessel's bottom, near the fore-foot, 20 feet long by 2 feet broad. This had, however, been so far plugged up as to enable her to be pumped out and beached on the 15th instant.

As will be seen, on reference to our shipping reports, the O. and O. steamer *Gaelic* encountered very severe weather on her passage from San Francisco to Yokohama. It will be remembered that this fine steamer got caught in a typhoon on her last voyage from this port to San Francisco, and sustained some damage, though she stood the storm gallantly. Her powers of resistance were almost as severely tried on the return voyage, for on the 20th ult., she was overtaken by a furious gale, accompanied by tremendous seas, which increased up to the 1st instant, when the glass fell to 28.35, lower than when she was in the typhoon between Hongkong and Yokohama. Fortunately she sustained no great injury. The main trysail was blown away and the after port of the wheel house smashed in, but no other damage was done by the storm. From Yokohama to this port fine weather was experienced the whole distance.

A very considerable improvement is, says the *Shanghai Courier*, noticeable of late in the share market. Not only have most stocks risen in value, but they are difficult to procure. It is not strange that there should be few sellers, seeing that holders as a rule cannot sell at a profit. Hongkong and Shanghai Bank shares have risen from the lowest point to which they were ever depressed, thirty per cent. discount to thirteen per cent. discount. It is believed that the Bank is doing a good local business, and if the directors in Hongkong confine their operations to legitimate banking business the shareholders have fair prospects before them. Part of the present appreciation of the stock is probably due to an impression prevailing that some of those securities which have absorbed so much of the Bank's money are improving in value. We are surprised that S. S. N. S. do not improve more rapidly; they are, it is true, some Tls. 3 above their lowest point, but it is difficult to discover any reason for a fall of some 20 per cent. since their last report. As a glance at the Customs' Returns will show, there is a good traffic on the river, and it is understood that what benefits one company is equally profitable to its rival. There are good grounds for believing that the period of greatest depression in shares is past, and we trust it may prove to be so, as the total value of shares in the local joint stock companies gives a very high average per head to the number of foreign residents in China:—something like $3,000. At the same proportion in the United Kingdom, the investment of capital in joint stock undertaking would represent 21,000 millions sterling.

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

ENGLAND AND CHINA.—BETTER OBSERVANCE OF TREATY STIPULATIONS INSISTED UPON.

Shanghai, October 19.

Mr. Wade adds to his former notification "that the Hon. T. G. Grosvenor was proceeding to Yunnan;" that he availed himself of the opportunity to insist upon the better observance of the Treaty; especially as to the taxation on trade, and that the Chinese have agreed to enquire and prepare a Report upon this subject as a basis for further negotiations.

Mr. Wade further states that no new trade convention can be contemplated, and that no convention could be operative negotiated by one minister single-handed, but that it must be accepted by all representatives alike. The latter announcement has caused considerable surprise here. No other stipulations are notified.

The Hon. T. G. Grosvenor and Mr. Baber start on Saturday, if possible.

Mr. Wade and the Admiral have arrived in Shanghai. Mr. Wade returns to Peking shortly.

THE ARCTIC EXPEDITION.

London, October 18.

The Arctic Expedition arrived at Caryehlands on the 27th July, and left immediately for Smith Sound. The seas were found to be very open, and there is every prospect of attaining a high latitude. All were well.

FRANCE.

A French note to Turkey protests against the default in payment of coupons.

INQUEST.

An inquest was opened yesterday at the Old Government Civil Hospital, at 5.15 p.m., before Mr. F. Stewart, acting coroner, and a jury composed of Messrs. E. A. Raven, A. E. Vuncher, and E. George, on the body of Hermanus Cteret, a seaman, 40 years of age, belonging to the German ship *Theodore Körner*, who was drowned on the 17th instant, it is supposed, whilst going on shore in a sampan.

The jury, after being sworn in, viewed the body. The inquest was then adjourned until to-day at 4 p.m. at the magistracy.

The facts, as stated by the Inspector in charge, are as follows:—On Sunday the 17th instant the captain gave the deceased $5 in the forenoon, and during the day he made frequent visits to hum-boats, and having imbibed a great quantity of samshu was slightly intoxicated before evening, when he wished to go on shore and was refused permission. Two seamen who had been on shore during the day came off at the time, and the deceased, who had been hailing a sampan, got into it when they got out, and was never heard of after till he was picked up off the P. and O. Company's coal godowns, in the Canton steamer's fairway, evidently having been in the water some time. The Inspector said it is supposed that the deceased never reached the shore in the sampan, but there is no evidence to prove this. The sampan people, who were in custody, deny that the deceased got into their sampan after the two seamen left it, but there was no evidence to show that he did, and grave suspicion rests on these boat people, as when the body of the deceased was found all his pockets were found turned inside out with the exception of one which had tobacco in it.

The *Soir* stated that the Empress Eugénie discussed at Salzburg with the Queen Dowager of Sweden a project of marriage of Prince Louis Napoleon with a Swedish Princess. The *Cologne Gazette* remarks to this that the Swedish Royal family has no princess suitable for the Prince, unless he desired to marry a lady twenty years older than himself.

Rumour has it that His Highness the Maharajah of Travancore has given Mar Athanasius, the excommunicated Metran of the Syrians, two silver badges with the silver chank. By so doing we are told the Maharajah has countenanced a church dignitary whom the Patriarch has excommunicated, but who is on the best of terms with the reigning sovereign. It is reported that the Maharajah had a close and quiet conversation with the Patriarch of Antioch lately in the Royal bungalow. As to bringing about a reconciliation between the two metrans of the Syrian Church, that seems still an impossibility.—*Madras Standard.*

POLICE INTELLIGENCE.

20th October.

BEFORE JAMES RUSSELL, ESQ.

STEALING BRAID.

Mr. Thos. W. Fowles, of Messrs. Sayle & Co., charged a Chinese servant in the employ of the firm, named Ip Atik, with stealing a quantity of braid from his cutting room, valued at $4.50.

Mr. Caldwell appeared for the prisoner, and asked for a remand.

Mr. Fowles objected to an adjournment on the ground that his time was valuable.

Mr. Russell asked Mr. Caldwell on what grounds he asked for an adjournment.

Mr. Caldwell said in the first place he had only just been retained and was not instructed, and secondly he could not remain at Court as he had business in town.

Mr. Russell said that was a reasonable excuse for an adjournment.

Mr. Fowles said his time being valuable he would like the case to be settled at once.

Mr. Caldwell said he had now waited too long, and must go to town. He would send up another solicitor.

The case was then adjourned for another solicitor.

Later on Mr. Dennys appeared and said he had been retained for the prisoner, but not yet being instructed, he would ask for an adjournment, as he had to attend the Supreme Court in a case of bankruptcy. He would ask for some time in the afternoon.

Mr. Russell said he would open the case, and then he would see if it was worth an adjournment.

The prosecutor said he was cutter-out in the tailoring department of Messrs. Sayle & Co.'s establishment. The prisoner was a general servant for lighting fires and taking the work about. He charged him with stealing a quantity of silk braid at 3 p.m. yesterday. The braid is worth $4.50. The prisoner was in his cutting room, and a gentleman was there trying on some clothes. He for the minute left the boy in the fitting room alone, an unusual thing to do, but he was compelled in this instance as the gentleman came on him suddenly. As a rule, he always cleared him out of the room whilst he was trying on clothes. As the gentleman was putting on the trousers, he drew the curtain on one side and saw the prisoner at his drawer. He watched him and saw him, after casting his eyes towards a kind of port-hole to see if any one was looking, place the braid, which was loose, under his jacket. He asked the gentleman to excuse him a minute, and he went out and asked the prisoner what he was doing. The prisoner appeared confused and shuffled about, dropping the braid, which he kicked under a side counter. He picked the braid up, and handed the prisoner over to Mr. Black until he had finished with the customer. He had at all times told the prisoner that he did not want him to remain in his cutting room at any time whilst he was in the fitting room with gentlemen. He had long had suspicions of the prisoner. Some time ago a quantity of lace, valued at $6 per yard, was missing, and he suspected him, but of course could not prosecute, as he had no positive proof. He had, however, watched him very closely ever since.

Mr. Dennys asked for an adjournment till 12 o'clock, as he understood the prisoner had a defence to make, and he did not know what it was, having only just been retained.

Mr. Russell said the case was simple, and there was twenty minutes yet to spare; ample time for instructions in such a case if Mr. Dennys took the prisoner into a side room or the other court for a few minutes.

Mr. Dennys said he did not want a postponement if there was no defence to make. He would see what could be done in the spare time available.

Mr. Fowles said all he wanted was an example made of the prisoner, as there were several boys on the premises exposed to temptation.

In reply to Mr. Dennys, witness said he had been nine months in the firm's employ. The prisoner was not there when he arrived. He had been there before, and he was re-engaged six weeks after his arrival. There were from twenty to twenty-five tailors employed. Anything wanted by these men it was the duty of the prisoner to come to him or his assistant to ask for. It was not the practice of the prisoner to go to the drawer himself. If he (witness) was busy, he would instruct him to go to the drawer for things wanted, but not to go there himself. The cutting and fitting rooms adjoin.

Mr. Dennys said he would ask no further questions, as he had witnesses to show that the Chinese head tailor sent him for the braid.

In reply to the Court, witness said the prisoner had no right to go to the drawer before consulting him or his *confrère*. If the prisoner had been instructed to bring the braid he would have held it in his hand, but he placed it under his jacket, hiding it; and it was only when he shook him that the braid fell to the floor.

A Chinese tailor called said he was making a hat and coat by instructions of Mr. Fowles. He asked the prisoner for braid and he brought it to him for the hat. The coat wanted no braid.

Mr. Dennys—Are you sure the coat wanted no braid?

Mr. Russell said the witness had already said the coat wanted no braid.

Mr. Dennys said he understood the coat wanted the loop to hang it up with, about four inches.

Mr. Russell said Messrs. Sayle and Co. would not put such braid as this to that purpose.

Mr. Dennys said Messrs. Sayle and Co. invariably used exceedingly good braid for trimming.

Mr. Russell said that might be, but they would not use $4.50 worth for a loop.

Addressing the prisoner, Mr. Russell said he was convicted of larceny, and people like him who commit breaches of trust must be made examples of. It was not like a common coolie running in and snatching up goods to steal. He was in a place of trust, and often had to be left alone in the cutting rooms. He would send him to four months' hard labour.

DRUNK.

Joseph Howe, second officer on board the British steamship *Glenfinlas* was charged as follows:—

Licensed chair coolie No. 368 said about 11 o'clock last night the prisoner engaged his chair in the Queen's Road Central. He took him to several places, and having got drunk he did not know what to do with him. He was stopped by a sergeant of police at about 1 o'clock.

P.C. 58 said at a little after 12 o'clock the prisoner came to No. 5 Police Station with a chair. There were two boxes in it, and also some tobacco. Prisoner said there was a man lying in the Queen's Road drunk, and the things in the chair belonged to him. He went down the road, taking the prisoner with him. The prisoner said he and his friend came from the Crown and Anchor Tavern. From the statement the prisoner made he thought the things did not belong to him, and he went to the Crown and Anchor and learned they had left there at 10.50, and the things belonged to the prisoner himself. He asked the landlord to take the things into the house, and to pay the chair. The prisoner would not allow the chair to be paid, and becoming troublesome he took him into custody.

The prisoner tried to make out that the police engaged the chair against his will, and that whilst he was in their custody he had been deprived of half his box of tobacco.

Mr. Russell took great pains to get to the bottom of the case after this assertion, for the honour of the police, but found no foundation for the statement.

The prisoner was fined $5, and ordered to make amends 40 cents to the chair coolies.

PERSONATION.

Chan Chick Lum, a shopkeeper, was charged by Mr. C. Osmond, clerk in the Registrar General's office, as follows:—

The prosecutor said the prisoner brought a bail note from the Central Station and a registration ticket, and he said he was Yip Hee, the name on the ticket. He asked him two or three times, saying he was not the man. The prisoner persisted in saying he was. At last he said he was a partner, and that Yip Hee was away from the Colony. He then charged him under Section XXXI. of Ordinance 7 of 1866.

The prisoner said he had two shares in the business, and Yip Hee had gone away. He, therefore, had charge of the business.

Fined $10; in default, one month's hard labour.

MARINE MAGISTRATE'S COURT.

20th October.

BEFORE H. G. THOMSETT, ESQ., R.N.

THE "BEEMAH."

Thos. Way Blackstone, master of the British ship *Beemah*, charged David Milling and Peter Driscoll, two seamen on board with being absent from their ship without leave.

The prisoners, who said they had been in gaol for getting drunk, were reprimanded and sent on board.

THE NORTH-CHINA INSURANCE COMPANY.

The first ordinary meeting of shareholders in the above company for the present term, was held on the 15th inst., at the offices, Hankow road, Shanghai. President—Mr. E. H. Lavers, Chairman; Messrs. J. Hurt, F. H. Bell, H. P. Hansen, M. S. Gubbay, and J. M. Vickers, Directors; and Messrs. Cameron, P. Maclean, Maitland, Francis, Kirchoff, Love, Pollock, Dalgleish, Campwell, Sutherland, Taylor, Brand, Dyce, Westall, Hogg, Percival, Mackintosh, Dado, and H. S. Morris, Secretary—24 shareholders, representing 540 shares.

The Secretary read the notice calling the meeting, and afterwards the minutes of the previous meeting, which latter were confirmed without comment, and signed by the Chairman.

The Chairman then said—Since our last meeting, the Company's offices have been removed to these premises, which are found to be far more suitable than those lately vacated. They are commodious, well situated, and less expensive. We have met to-day for the purpose of laying before you the Directors' Report and Balance-sheet for the first half-year of the term 1875-77. They have been in your hands for some time, and no doubt have had your attention. The balance-sheet is made out in the usual form, and everything is clearly shown in it. The premia collected during the half-year amount to Tls. 503,243.51; interest and sundries to Tls. 13,285; making the total receipts, Tls. 516,531.51, which is in excess of the receipts for any similar period since the formation of the Company. The premia in 1872 from January to June, was Tls. 487,054; 1873, Tls. 352,435; and in 1874, Tls. 264,258. The interest should amount to more than it does, but it is now impossible to deposit money at the old rates. You will notice that the expenses of working the Company's business amount to about 10 per cent. on receipts, which cannot be considered excessive. The losses paid to 30th June, all by first class vessels, amount to Tls. 169,312.85, or about 30 per cent. of the premia received, but some salvages may be expected. Since the 30th June, we have paid further losses, to the extent of Tls. 57,000, and we regret to state that owing to recent wrecks—those of the *Deerhound*, *Sunda*, and *Hector*—the Company may lose about Tls. 100,000. The premia collected to date, since 30th June, amount to about Tls. 216,000, irrespective of latest returns from London and other distant agencies. The amount carried forward from working account on 30th June, Tls. 290,153.03, may be considered as eminently satisfactory. Many shareholders are under the impression that the Directors reduced the Company's lines by the first few steamers from Hankow to London, and thus caused great inconvenience. I may state that the Company took full risks on nearly every steamer, the average being Tls. 81,696. We consider about Tls. 80,000 a full line by first-class steamers. We did not, however, retain the whole amount, but re-insured part of it. At a meeting recently held of the China and Japan Insurance Company, it was stated that this Company was the first to make the return of 33⅓ per cent. on local risks. This I must contradict. It is, however, true that this Company was the first to make public the reduction alluded to, but other Companies had been giving large returns to insurers long before we did so. I do not know that there is anything more for me to say with regard to the accounts before you; but you will perceive in the Report that in preparing the present accounts the rate of exchange, which was formerly 6s., is taken at 5s. 6d., which the Directors consider a more accurate data for keeping the Company's books. This difference of exchange increases such salaries as are made payable in sterling to that extent. That is all I think I have to say now, but I shall be happy to answer any questions shareholders may wish to ask.

Mr. Francis said the Chairman had alluded to losses incurred by the Company since the 30th June, amounting to probably Tls. 100,000. Did those losses relate to the new business done since that date?

The Chairman—Yes, the amount referred to the losses of the *Deerhound*, *Hector*, and *Sunda*.

Mr. Francis—Then the item in the accounts of Tls. 169,812, refers entirely to losses prior to that date?—He then called attention to the amount Tls. 3,992, loss in exchange, being unable to understand how this had arisen.

The Secretary explained that this was principally accounted for by disadvantageous rates at which remittances had to be made to London.

The Chairman suggested that Mr. Francis would obtain the information he required on such detail points more satisfactorily by application at the office.

Mr. Hogg said he hoped it would not appear to the Directors invidious on his part to call attention to the increase in the item of Directors' and Auditors' fees, but he had heard the subject mentioned by shareholders, and thought it would be satisfactory to them if it were explained. Of course, everybody must be highly gratified with the way in which the Directors had managed the affairs of the Company, but in these days of economy it was worth while to notice how much the fees had increased. In 1874, from 1st January to 30th June, the amount was Tls. 1,830; from 1st July to 31st December, Tls. 510, or for the year, Tls. 2,340; in 1873, first half-year, Tls. 1,660; second half year, Tls. 1,640; for the year, Tls. 3,300; while in the first half of 1875, the amount was Tls. 2,350. In future, it might be satisfactory to keep the Directors' and Auditors' fees separate.

The Chairman, in reply, said it must be borne in mind that the business of the Company had increased very much indeed, the present half-year showed a greater increase than before, and the shareholders must admit that, doing so large a business, it was necessary for the Directors to devote more attention than would be required by a small one. The Directors' fees were placed at Tls. 20 for each meeting, and it was now proposed to make the remuneration Tls. 1,000 each per annum, which would be less than Tls. 20 for each meeting would come to. The Directors had to attend at the office more than once a week, and were often called upon by the Secretary to consult on affairs of interest to the Company. They merely asked for proper fees, and the sum now proposed was no more than was paid by the Union Insurance Society, and not so much as received by the Directors of the Hongkong Bank. It certainly took up a great deal of time to attend to the interests of the Company, and he was glad the question had been brought forward, because it happened to form the subject of the first resolution which was in Mr. Maitland's hands, to whom he would now leave it.

Mr. Maitland said, having been a Director himself, he thought he was a fit person to speak on the subject of the resolution. The Chairman had taken the words out of his mouth, as to what he could have said about the time it took the Directors to look after the interests of the Company. He thought the amount of business laid before the meeting in the Report and Balance-sheet, must prove that it required a great deal of time and attention in looking after it. The Directors had very often to meet more than once a week, and were frequently consulted by the Secretary; and when they considered the members of the Board were merchants, it must be borne in mind that it was something to them to be frequently called away from their business. He thought the original fee of Tls. 10 per meeting was very small, and that Tls. 1000 per annum was not too much, and therefore had much pleasure in proposing—"That the remuneration of the Directors shall be taels six thousand (Tls. 6,000) for the current year."

Mr. D. Brand seconded; and, as to the increase of the Directors' fees, said he would draw the attention of the Chairman to a slight error he made in comparing the work of the Directors of the North-China Insurance Company to that of the Hongkong Bank, in so far as the paid-up capital of the one Company was only Tls. 600,000, against $5,000,000 of the other—necessarily entailing different work. He seconded the motion, however, with pleasure.

The Chairman put the motion, and it was carried unanimously.

The Chairman proposed the second resolution—"That the Report of the Directors and accounts for the half-year ending the 30th June, 1875, as printed and laid before the shareholders, be passed."

Mr. H. P. Hansen seconded, and the motion was carried unanimously.

Mr. F. H. Bell moved, and Mr. J. Hart seconded—"That the appointment of Mr. M. S. Gubbay and Mr. J. M. Vickers, as members of the Court of Directors, in the place of Messrs. Maitland and Wood, resigned, be confirmed."

Carried unanimously.

The Chairman said there was no more business in regard to the present Company to lay before the meeting, but it might be satisfactory to the shareholders of the old Company of 1873-74, to mention that accounts were being closed as rapidly as possible, that there was still a balance to divide, and he hoped in a very short time they would be able to pay a final dividend.

Mr. Maitland observed that at a previous meeting, the Chairman hinted that it was possible or probable that this Company would be made a permanent one. He would like to hear the views of the Directors on the subject.

The Chairman said there was nothing settled as yet; the scheme looked feasible enough, but it would require some time to develop it. The Judge of the Supreme Court had received a draft of the proposed Order in Council, and the best legal opinions at home had been taken on the subject.

Mr. Maitland—Might I ask if the Directors are unanimously in favour of the change?

The Chairman replied they were not in a position to answer the question, as matters had not been sufficiently advanced to go into it thoroughly.

There being no other business, the meeting broke up with the usual vote of thanks to the Chairman.—*N. C. Daily News.*

FOOCHOW.

We learn, with much pleasure, of the promotion of Monsieur Giquel, to the rank of Commander of the Legion of Honour.

The case arising out of the attempted fraud at the Examinations, reported in our last issue, remains unsettled. It is now said that the principal culprit hopes to escape on comparatively easy terms, though why he should be allowed to do so is hardly apparent.

We understand that a date for the coming Autumn Meeting of the Foohkien Race Club has not yet been fixed, owing to the uncertainty which exists with regard to the commencement of training. The Tartar Camp has, we believe, been applied for, but its use cannot be granted at present, as the ground will be shortly required for a review of troops by the Tartar General. A fair field of griffins may be looked for—if riders can be found.

We learn of a trifling accident to the British barque *Georgina*, while on her passage from Hongkong to this port in ballast. It seems that during the night of the 23rd—24th ultimo, she touched the Pratas Shoal, but was shifted into deep water almost immediately. On the arrival of the vessel in port she was docked, when it was found that she had escaped injury to both keel and hull—only a few sheets of metal having been removed from the fore part of the keel. Our informant states that great credit is due to Captain Romney for the skilful manner in which he handled his vessel in the trying emergency.

The foreign drilled battalion, under the command of Captain McMahon, turned out on the 11th instant for inspection by Generals Chung and Tuck. The men, on the whole, went through their movements very creditably, but the marching was, as usual, far below the standard. The bare legs of some of the men, and a number of loose trousers—flying in the air—did not favorably strike our unprofessional eye. Compared, however, with a few companies of gingal men, whose evolutions, or rather antics, we witnessed subsequently, Captain McMahon's men did wonders, and we quite felt that the foreign officer deserved the warm praise accorded to him by the inspecting generals.

The Great Northern Telegraph Company have entirely suspended operations on the line to Amoy, pending notice from the Chinese Authorities that the necessary protection will be given to the construction party. The higher officials are now, we believe, quite willing to carry out the contract, but have to contend with fierce opposition from the *literati* and petty Mandarins. Anonymous placards appear nearly every day in the different towns and villages on the route, calling upon the people to resist the innovation.

We are now in possession of more definite information with regard to the mutiny and murders on board the German schooner *Anna*. It appears that the vessel was seized by the Chinese crew, consisting of six Foochow men, on the 23rd ultimo, a little to the north-west of the White Dogs. The captain and mate were, we regret to add, murdered, and their bodies thrown overboard. The vessel was then run in amongst a group of islands some 40 miles north of Matsou, and anchored on the 25th ultimo under an island called Hee Yung. Here, the cargo was transferred to fishing boats, and generally dispersed among the island villages. The crew, as nearly as can be ascertained, after making the most they could out of the cargo, returned to their homes—three of them being natives of a small village a little below Pagoda Anchorage, and the other three of a village in the Changlok district, some eight or ten miles from the Pagoda. One of the three who belongs to the village nearest the Anchorage was arrested by *Mao* (Wai Ynen) and his police the night before last, and handed over to the Min magistrate on the 13th instant. The arrest of this one is almost sure to lead to the capture of all the others. No part of the cargo has yet been recovered—unless some was found by the German gunboat *Cyclops*, which reached the Anchorage on the 13th instant. *Mao* (Wai Ynen) is the assistant of the Tung San Chü, stationed at Mamoi, and is a most active and energetic young officer. He deserves great credit, we understand, for the energy and good will he has displayed in this matter. We cannot close this brief notice without also commending the energetic action of the United States Consul—to whose promptitude the result now recorded is mainly due.—*Foochow Herald.*

RAPID EXTENSION OF "CHINATOWN" IN SAN FRANCISCO.

The First Baptist Association of San Francisco lately sold its church property on Washington street, east of Stockton, to the Chinese. They have torn out the front of the church, and have substituted three brick stores. There will be two stories above for the residence of Chinese tenants of the better class. The body of the church, in rear of these, is now being altered at a cost of $10,000. It will consist of four floors, divided into eighty rooms. The space between the old ceiling of the church and the roof will also be utilized with coffin-like bunks, in which to pack away an indefinite number of lodgers in the usual sardine-box fashion peculiar to the Chinese. The eighty rooms into which the other four floors are being partitioned will be let to Chinese tenants for the various uses of boarding and lodging dens, cigar, clothing, shoe and slipper factories, and the thousand and one other industries into which those people here so largely enter. An immense cellar is being dug underneath the entire building, into which, when completed, will be crowded a seething mass of human humanity sufficient to stock a small sized town. The usual Chinese subterranean abominations will here flourish undisturbed by sunlight, fresh air, or police cognizance. Each of the long oval windows by which the church was formerly lighted have been converted into three small ones, around the two lower tiers of which balconies three feet wide have been built. These will also, we suppose, be utilized for lodging space by the avaricious Mongolian landlords of the pestilence-breeding caravansary. The Chinese have now almost complete possession of Washington street between Kearny and Stockton, and have already encroached upon Stockton, between Jackson and Washington, a lease of the large livery stable there having last month been given to the same Chinaman who bought the church. The stable building will be converted into a mammoth cigar factory, which fact will accelerate the possession of the entire block by Chinese in a short time. To go to or come from North Beach, people have now to run either the gauntlet of the Barbary Coast, via Montgomery avenue, or accept the alternative of a trip through Chinatown, with its intolerable stenches and disgusting sights and sounds, by way of Jackson, Washington, or Clay streets. This, with the fringe of stagnant bilgewater constantly lining North Beach, from Stockton to Jones streets, is in a great measure the cause of the real estate dullness at, and aversion to residence in, the northern end of the city.—*Daily Alta.*

The ladies of Savannah have formed a society, no member of which is to wear any dress costing more than 25 cents per yard.

The *Cologne Gazette* learns from St. Petersburg that the Grand Duke Alexis, third son of the Emperor of Russia, who some years ago, owing to his secret marriage with a lady of the Court of the Empress, had incurred the displeasure of his father, has now been divorced from his wife.

There is a rumour that Sir Charles Adderley and possibly Mr. Bentinck will both leave the Board of Trade in the course of the autumn. Mr. Disraeli has at length realised the truth of Mr. Bright's verdict on Sir Charles Adderley, and finds him a very dull man, and by no means strong enough to protect his department from the blasts and storms to which, during the autumn and winter, it will probably be exposed from shipowners, ship-captains, sailors, and Mr. Plimsoll. No names are yet suggested for the successors of the two political Jonahs.

ARRIVAL OF THE "GAELIC."

The O. & O. steamship *Gaelic* (Captain Kidley), with dates from San Francisco to the 16th ultimo, arrived here yesterday. We take the following items from the San Francisco papers:—

AMERICA.

DISGRACEFUL SCENE AT A FUNERAL.

MONTREAL, September 2.

The remains of M. Guibert, which have been refused interment in the Catholic burying grounds since 1869, were to-day, upon the order of the Privy Council of England, sent for burial at the cemetery. On arrival at the gate it was clammed in the face of the procession, and they were met with curses and violent showers of missiles. Inside the grounds were gathered a couple of thousand Frenchmen, who made several attempts to take possession of the *portége*.

MONTREAL, Sept. 3.

The excitement in the Guibert case is on the increase. A large number of French Canadians paraded in a ride to the cemetery, all day flourishing clubs and boasting that at a moment's warning they would bring down 3,000 or 4,000 of reinforcements from the the mountains. A large number came to the city to-day. This they claim is for entrenching themselves. They openly flourish their revolvers, and laugh at the idea of the military suppressing what they call a religious popular uprising of the people. They claim that if burial is again attempted, they will take the coffin from the hearse and make a bonfire of the remains, and hang Daughere if he makes a fuss. Daughere has cabled to the Privy Council of England asking for instructions. All volunteer forces are armed and in readiness. Telegrams from all parts of the country are coming in, expressing the greatest indignation, and it is likely the Orangemen in Ontario will be here in force to attend the next burial.

THE ATLANTIC CABLE.

NEW YORK, September 3.

The officers of the Direct Cable of this city state that the steamship *Faraday* is about 200 miles from Newfoundland, and in communication with Rye Beach. She sailed from England to repair the break in the cable on the 15th August, and since her arrival off Newfoundland the weather has been very unfavourable for operations. The weather for two days, however, was clear and pleasant, and during this time, the most difficult portion of the work has been accomplished. The fault in the cable was discovered in the eastern end, but the fault on the American end was cut out and communication established with Rye Beach. The eastern end is now buried about seven miles from where the *Faraday* now lies, and it was expected that, with fair weather to-day and to-morrow, the eastern and western ends would be spliced and the cable placed in complete working order.

A NEW ATLANTIC CABLE.

NEW YORK, September 10.

The following has been issued by the U.S. Cable Company to-day:—

Notice is hereby given that on and after the 15th day of September this company's cables will be opened for the transmission of messages between America and Europe, and the East generally. Tariff rates will shortly be published. The whole system of the company will be worked by the company's own operators. The name of the place from which messages originate will be transmitted free of charge. The company's offices are at No. 16, Broad street, where messages will be received, and at all offices of the Atlantic and Pacific and Franklin Telegraph Companies throughout the United States; also, at the offices of the Dominion Telegraph Company of Canada. The Anglo-American Telegraph Company announces that on and after the 15th inst. the tariff per word between New York and the United Kingdom and France will be twenty-five cents in gold.

MONTREAL CATHOLICS' PETITION THE QUEEN.

MONTREAL, September 11.

Petitions are being extensively circulated by Catholics for signature by the people, praying that rights and privileges of Catholics, of this city be not disturbed.

DETECTION OF A BAND OF COUNTERFEITERS.

NASHVILLE (Tenn.), September 9.

A Decatur (Ala.) special says an organized band of counterfeiters, whose head-quarters are at St. Louis, has been detected. Among them are several wealthy and prominent citizens of the State. Paxton and Canton National Bank $20's, and $50 legal tenders and 50 cents currency are the bills counterfeited. St. Louis seems to be the supplying point. The end is not yet reached. Sounds, under the direction of the chief officer of the secret service division, are yet to be heard. It is a gigantic combination of counterfeiters.

THE STATE LINE.

NEW YORK, September 11.

The State Line Steamship Company publishes a card this afternoon denying the rumours of the impending collapse in the company's affairs, and stating that whatever changes take place in the company's organization on the other side, they will not interfere with the regular sailing of the steamers or the usual business of the line.

THE NEW PACIFIC MAIL STEAMER.

NEW YORK, September 11.

The new Pacific mail steamship *San Francisco*, built by John Roach, at Chester, Pennsylvania, arrived at this port and anchored off the company's dock on North River to-day. A select company of ladies and gentlemen, guests of the company and of Mr. Roach, were on board. The vessel is a magnificent one, and probably superior to any in the company's service. She will be placed at once in the dry dock, to give her bottom an extra coat of paint, and give her a final touching up. She is announced to sail on the 15th for San Francisco.

STATE OF TRADE IN NEW YORK.

NEW YORK, September 12.

The Times to-day publishes a general review of various branches of business, showing encouraging prospects for a heavy Fall trade. Merchants in almost every branch of wholesale business predict an excellent Fall trade. Buyers are on the increase. Numbers from the West and South are already here. There is a good deal of caution in buying—no extravagant bills of goods are ordered, but small orders are abundant. There is a good demand for comforts, but none for luxuries. Merchants from the interior report that stocks which were very heavy two years since have been run down, and must be replaced. Increased activity is noticeable both in the South and West, and merchants generally here feel encouraged at the prospects.

LOSS OF A STEAMER AND MANY LIVES.

CHICAGO, September 12.

News reached here yesterday of the foundering of the propeller *Equinox* in the late fierce storm that swept over the inland lakes on Thursday night. The news was brought to this port by the schooner *Emma Mayes*, which had been in tow of the propeller one day and a half before the storm. She went down about 2 o'clock on Friday morning, under the most appalling circumstances. She went down off Point-au-Sable; there were twenty-one persons lost by the disaster. The propeller left Saginaw, Mich., on Sunday night, laden with 5,130 barrels of salt; she was commanded by Captain Dwight Scott, of Cleveland, Ohio, who was the owner. There were two passengers on board, one being Miss Minnie Scott, daughter of the captain, and the other one Miss Hattie Scott, his granddaughter. The two young ladies were on a pleasure trip. Captain Scott was sixty years old and well known. The *Equinox* was fifteen years old and 670 tons burthen, and was supposed to be worth about $25,000. Her cargo was valued at $16,250 and was insured for about half its

THE FRENCH GEOLOGICAL SURVEY.

The magnificent geological maps of France now being shown at the Geographical Exhibition, Paris, form part of a series begun in 1868, and not yet completed. The total expense was estimated at 1,100,000f., and the whole series was calculated to be completed in 14 years. The engineer and others employed on this work have just finished their survey of Lille, Calais, Dunkerque, Douai, Amiens, Cambrai, and Abbeville. Preference has been given to the Northern Departments, since there the maps will have a more special interest, and be of greater use than in the South. The Assembly has made a grant of 80,000f. for continuing the work in 1876. At the annual rate of 80,000f. up to the present time, 345,000f. have been spent. In 1871 and 1872 the annual expenditure was, on account of the war, reduced to 10,000f. Twelve maps have been published—namely, Paris, Meaux, Melun, Fontainbleau, Sens, Beauvais, Evreux, Provins, Rouen, Chartres, Soissons, and Chateaudon. Others have been engraved and will shortly be issued—namely, St. Omer, Neufchatel, and Laon.

BRUIN'S PRANKS IN WHITECHAPEL.

In Whitechapel a short time since no slight alarm was occasioned by the spectacle of a bear stalking through the High-street, apparently "seeking whom he might devour." Now, the inhabitants of Whitechapel are not easily frightened by rough characters. The presence of a burglar or garotter among the promenaders of High-street is not such an unusual occurrence as to excite a "profound sensation;" but the sight of a veritable wild beast in their midst was more than their nerves could stand. The bear effected in one second a work that would have baffled the skill and energy of a whole division of police. He cleared the street in the "twinkling of an eye." Costermongers deserted their stalls cabmen their cab-ranks, the shops and public-houses were filled to suffocation with panting fugitives, and all outdoor business was for the moment suspended. In the meantime one policeman and a few costermongers more gallant than their brethren endeavoured to drive the bear up a gateway; but the intelligent brute, turning upon his assailants, put them to ignominious flight, and, finding himself master of the situation, amused himself by overturning the costermongers' stalls, with the intention, no doubt, of eating a costermonger if he had the luck to find one. In this he was disappointed, for his proceedings were brought to a close by the arrival on the scene of a naturalist from whose premises he had escaped, and who, assisted by three men, recaptured him, to the great relief of Whitechapel. Let us hope the bear will be properly secured in future.

A NEW STORY OF THE FATE OF THE MEN, WHO SAILED IN THE "FLORIDA" IN 1849.

Some weeks since an article from a New Orleans paper was extensively published throughout the country to the effect that the crew of the schooner *Florida*, which said for California from New Orleans in 1849, and was supposed to have been lost with all on board, had been discovered, on an island in the Southern Pacific by an English vessel which had been driven thither by continued storms. The crew stated that the *Florida* had been wrecked on this uninhabited island 26 years ago, and that in the interval they had not seen a human face from the outside world. They declined, however, to leave the island, having established themselves in comparative comfort. The narrative was said to have created great sensation among the surviving relatives of the crew, and an effort was stated to be on foot to fit out a vessel which should visit the island. A gentleman who was living in Valparaiso, Chili, in 1849, states that the *Florida* put into Port Famine (at that time the Chilian penal settlement), and that the convicts boarded her, massacred all the crew, except a young man named Marcum, and made sail for the mainland. On her way she was captured by a Chilian war vessel and brought into Valparaiso, where the above details were got from Marcum's own lips. Marcum, whose parents are still living in Versailles, Ky., proceeded to California, where he soon afterwards died of small-pox at Placerville, in that State. The British steamer *Thetis* had first seen the *Florida* after her capture by the convicts, and gave the information to the Chilian authorities, which led them to send out the vessel which brought the *Florida* into port. A revolution was in progress in Chili at the time, and the record of the event may be lost; but the full details were on the log book of the *Thetis*, which may be examined in the office of the British Admiralty. —*New York Sunday Mercury.*

CONDITION OF THE EXILES IN NEW CALEDONIA.

In the *Herald* of August 12th there was reprinted an article from the *Melbourne Argus* containing a reference to representations by Madame Rastoul as to the treatment of political exiles in New Caledonia. We have received recently a copy of a letter from New Caledonia, in which the statements in that article are impugned. Of this letter we subjoin a translation, in order that the case of the authorities may be stated from a point of view favourable to their action:—"I have just read in the *Sydney Morning Herald*, of the 12th August, an article on the condition of the exiles in New Caledonia. It is there said, among other things, that a female exile has been imprisoned, and permission to go and see her husband has been refused. It is to be regretted that an Australian journal should receive so easily accusations of this character. It is important for the colony itself that the acts of its administration should not be misrepresented, and I have thought, therefore, that it might be useful to you to know the truth. Under the administration of Governor Pritzbuer a notable amelioration in the system of transportation has taken place. Among the exiles who reside in the town there are many black sheep—drunkards and idlers. These have been sent off to the Isle of Pines, and replaced by a better class of people who are willing to work, and you no longer see drunken fellows in the streets. Many exiles have trades which enable them to live honestly and to save money. On the Isle of Pines, and on the peninsular of Ducos, there has been a great alleviation effected. With very slight exception everyone is employed, and the administration procures employment as much as it possibly can. At the Isle of Pines, independently of the trades which are profitably carried on, those who have land granted to them are engaged in profitable cultivation. At the peninsular of Ducos the amelioration is still more distinct. All the land placed at the disposal of the exiles is cultivated, and there is an abundance of vegetables, eggs, and poultry. Trades have been established and protected by the administration, which charges itself with the task of finding a market for the products. There are now workshops for joinery and upholstery work, for tinware, and for locksmith's work. As to the women who was imprisoned, and to whom permission to go and see her husband was refused, the journal in question was badly informed. The case referred to is that of a woman named Delboc, who escaped from the peninsula under the pretence that she was ill, and that she preferred to live at Noumea. She was imprisoned for eight days for having gone beyond the boundaries—an offence against the rules which is punished in accordance with the regulation of the 19th of August, 1872, and which is equally applicable to the functionaries. Under these circumstances permission could not be granted to her immediately afterwards to go and see her husband, but it was given subsequently. She requested to go and live afresh with her husband, and permission was accorded, but it was subsequently proved that she had committed many thefts in the house where she was employed, for which she is in the hands of justice. The other women who reside in Noumea get permission to go and see their husbands, and to send them provisions. Finally, there is none at Noumea who fails to see that the exiles are much better treated than is represented in the article referred to, and that they get rations on the same scale with the soldiers, until they succeed by their own labour in providing without difficulty for their own wants."—*Sydney Morning Herald.*

The New York papers publish a letter from an American resident of Costa Rica, which states that in July a number of Jesuits who had been expelled from Guatemala arrived in Costa Rica, but were ordered when within ten miles of the capital to stop. Congress met the same day, and 2,000 Masons appeared in the hall of Congress in a body and petitioned for the expulsion of the Jesuits, on the ground that they were "mischievous members of society." The president, who is a Mason, and several prominent members, spoke against the Jesuits, and the result was that the Congress voted 1,500 dols. for their immediate wants, and ordered them to leave the country.

SHIPPING INTELLIGENCE.

(*Continued from first page.*)

REPORTS.

The American bark *B. Aymory* reports left Newchwang on 8th October, and had light N.E. monsoon throughout.

The Chinese steamship *How Sang* reports left Shanghai on 17th October, and had moderate N.E. monsoon and fine weather all the passage.

The British steamship *Rajah* reports left Swatow on 19th October, and had light monsoon and fine weather throughout.

The American ship *New Era* reports left Cardiff on 26th June, and experienced unfavourable winds during the passage, and then strong adverse gales in the China Sea. The passage from Anjer was accomplished in 21 days.

The British steamship *Amoy* reports left Shanghai on 17th October, and experienced moderate monsoon and fine weather throughout the passage. At 9.15 a.m. on the 17th, passed the P. & O. steamship *Geelong* in Bonham Pass, bound up. At 10.30 a.m. on the 19th, passed the steamship *Ningpo* off Chinsan, bound North. At 5.30 p.m. on the 17th, off Beak Head, passed the steamships *Agamemnon* and *Foochow*, bound North.

The P. & O. steamship *Bombay* reports left Station Island on 18th October at 9 a.m., and arrived in Hongkong at 2 a.m. on the 20th. Had strong following winds, and fine clear weather. The steamer *Sunda* was raised last Friday, the 15th at 7 a.m., having commenced pumping at 4 a.m. The *Bombay* then went alongside and towed the *Sunda* in and beached her. Left steamship *Columbian* in charge. H.M.S. *Hornet* was also still at the wreck, having all the time been there.

The British steamship *Douglas* reports left Foochow on 17th October, Amoy on the 18th, and Swatow on the 19th. At noon on the 17th, passed the steamship *Kwan sung* at the entrance of the River Min. After leaving Swatow, passed the steamer *Rajah*, bound to Hongkong, and the steamship *Yangtsze* off Green Island. Experienced moderate N. Easterly winds and fine weather throughout the passage. In Foochow, U.S. corvette *Ashuelot*. In Amoy, strs. *Patroclus*, *Swatow*, and *Cariabrooke*, and H.M.S. *Hart*. In Swatow, the strs. *Penguin* and *Atalanta*. The str. *Namoa* left for Amoy on the 18th.

The council of the Royal Architectural Museum in Tufton-street, Westminster, have abolished the entrance fee of 6d., and now admit persons free daily between ten and four.

It is announced that Sir John Arnott has executed a deed of gift vesting in the hands of five trustees the sum of £20,000 for the benefit of the Protestant and Catholic charities of the city of Cork.

The *Folkets Nises* of Copenhagen contains a humorous picture of Russia stabbing Turkey, King Christian looking on, and listening to the hint that in time Russia will proceed to the dismemberment of Denmark, as it has already commenced to destroy Turkey.

COMMERCIAL INTELLIGENCE.

OPIUM.

WEDNESDAY, 20th October, 1875.

A large business having been done in New Patna yesterday at the close, there has been hardly any call for the drug to-day. The quotation is $605 to $607½. New Benares at $582½. A few chests of Malwa have been placed to-day at $600, with from no allowance to that of twelve taels. The market for the drug keeps quiet.

EXPORT CARGOES.

Per P.M.S.S. *China*, for Yokohama and San Francisco:—

To YOKOHAMA.—7,660 bags Sugar, 300 bags Flour, 457 packages Iron, 141 pkgs. Old Wire Rope, 96 pkgs. Merchandise, 1 pkg. Treasure, value $1,832.35.

To NAGASAKI.—1 case Merchandise.

To HIOGO.—10 bags Sugar.

To SAN FRANCISCO.—59 bags Tapioca, 48 pkgs. Cinnamon, 1,446 bags Rice, 620 pkgs. Tea, 415 Empty Quicksilver Flasks, 6 pkgs. Silks, 500 bags Coffee, 4 pkgs. Patna Opium, 47 boxes Prepared Opium, 4,474 pkgs. Merchandise.

To PUNTA ARENAS.—18 pkgs. Merchandise, 1 box Silks.

To MANZANILLA.—30 pkgs. Tea.

To CALLAO.—59 boxes Malwa Opium, 53 boxes Silks, 21 boxes Merchandise.

To BOSTON.—1 pkg. Merchandise.

To NEW YORK.—74 cases Silk, 89 bales Silk, 8 pkgs. Merchandise, 1 pkg. Musk, 994½-chests Tea, 100 boxes Tea.

EXCHANGE.

ON LONDON.—

Bank Bills, on demand,	4/0½
Bank Bills, at 30 days' sight,	4/0½
Bank Bills, at 6 months' sight,	4/1½
Credits, at 6 months' sight,	4/1½
Documentary Bills, at 6 months' sight	4/1½

ON BOMBAY.—Bank, on demand 220½

ON CALCUTTA.—Bank, on demand 220½

ON SHANGHAI.

Bank, sight,	72½ to 72½
Private, 30 days' sight	73½

SHARES.

Hongkong and Shanghai Bank Shares.—14 per cent. discount.

Union Insurance Society of Canton, new shares —$600 per share.

China Traders' Insurance Company's Shares—$1,270 per share.

China and Japan Marine Insurance—Tls. 91 per share.

Chinese Insurance Company.—$200 per share.

Hongkong Fire Insurance Company's Shares—$500 per share.

China Fire Insurance Company's Shares—$140 per share.

Victoria Fire Insurance Company's Shares—$167 per share.

Hongkong and Whampoa Dock Company's Shares—42 per cent. discount.

Hongkong, Canton and Macao Steamboat Co.'s Shares—15 per cent. discount.

Shanghai Steam Navigation Company—Tls. 63 per share.

Hongkong Gas Company's Shares—$75 per share.

Hongkong Hotel Company's Shares—55 per cent. discount.

Chinese Imperial Loan—£102.

SALES ON OCTOBER 20TH, 1875.

As reported by Chinese.

Vermicelli, 50 bags, at $9.50, by Kwongwo-cheung to travelling trader.

Almonds, 15 packages, at $25.30, by Kwongwo-cheung to travelling trader.

Sea Blubber, 10 packages, at $4.40, by Kwongwo-cheung to travelling trader.

Dried Lily Flowers, 10 bags, at $9.40, by Kwong-wo-cheung to travelling trader.

Mushrooms, 20 cases, at $54.50, by Kwongfook-wo to travelling trader.

Dried Lily Flowers, 10 bags, at $9.65, by Fook-yuet-wo to travelling trader.

Fungus, 20 bags, at Tls. 16.6.0.0, by Kwongseng-tai to travelling trader.

Cardamons, (inferior), 20 bags, at $24.00, by Hop-hing to travelling trader.

Saigon Rice, 3,000 piculs, at $1.55, by Hop-hing to local trader.

Milled Rice, 3,500 piculs, at $1.40, by Kin-tai-loong to local trader.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 717 Hongkong, 9th November, 1868.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*

t 1192 Hongkong, 27th June, 1872.

Vessels Advertised as Loading.

Destination	Vessel's Name	Captain	At	For Freight Apply to	To be Despatched
LONDON *via* SUEZ CANAL	Patroclus (str.)			Butterfield & Swire	On or about 20th inst.
Do. Do.	Nestor (str.)			Butterfield & Swire	On or about 30th inst.
Do. Do.	England's Glory	Knight	Whampoa	A. MacG. Heaton	Quick despatch.
Do.	Melbrek	T. Peirce	Whampoa	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Admiral Devoulx	Carrique	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
NEW YORK	Midnight	G. Wallet	Whampoa	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Thyatira	MacKay	Hongkong	Russell & Co.	Quick despatch.
Do.	Harwich	Dudfield	Hongkong	Heard & Co.	Quick despatch.
Do.	Morro Castle	Jewett	Hongkong	Olyphant & Co.	Quick despatch.
SAN FRANCISCO *via* YOKOHAMA	Gaelic (str.)			O. & O. S. Co.	On 1st prox., at 3 P.M.
Do. Do.	City of Tokio (str.)			P. M. S. S. Co.	On 15th prox., at 3 P.M.
Do.	Zephyrus	Williams	Hongkong	Melchers & Co.	Quick despatch.
COOKTOWN AND SYDNEY	Brisbane (str.)		Hongkong	Gibb, Livingston & Co.	On or about 24th inst.
SINGAPORE, BOMBAY, &c.	Geelong (str.)	Fraser		P. & O. S. N. Co.	On 28th inst., at noon.
SAIGON, SINGAPORE, &c.	Djemnah (str.)	Flambeau	Hongkong	Messageries Maritimes	To-day, at noon.
BANGKOK	Madagascar (str.)	Timm	Hongkong	Siemssen & Co.	On 23rd inst., at 2 P.M.
YOKOHAMA	Bombay (str.)		Hongkong	P. & O. S. N. Co.	Quick despatch.
SHANGHAI	Khiva (str.)			P. & O. S. N. Co.	Quick despatch.
Do.	Antenor (str.)			Butterfield & Swire	On or about 27th inst.
SWATOW, AMOY & FOOCHOW	Yesso (str.)	E. Ashton	Hongkong	Douglas Lapraik & Co.	To-day, at daylight.
Do. Do. Do.	Douglas (str.)	Burnie	Hongkong	Douglas Lapraik & Co.	On 24th inst., daylight.
AMOY	Leonor (str.)	Diaz	Hongkong	Douglas Lapraik & Co.	To-day, at daylight.

For Sale.

FOR AUTUMN AND WINTER.

SAYLE & CO.

BEG to call attention to their Stock of GOODS (in the following Departments) suitable for the present and coming Seasons.

TAILORING DEPARTMENT.

Black and Blue Berlin COATINGS.

NOVELTIES in CHEVIOTS and HOMESPUNS (suit lengths only.)

A good selection of new Patterns in TROUSERINGS.

A few Vest lengths of Fancy Berlin VESTING.

Thin Blue SERGE, suitable for present wear.

White CRICKETING FLANNELS of various textures.

Oxford TWILL, SILK and WOOL, and ALL WOOL PAJAMA SUITS.

DRESSING GOWNS, &c., &c.

Gentlemen may rely upon their orders being executed with the utmost care and despatch.

OUTFITTING DEPARTMENT.

Latest Shapes in Black and Drab FELT HATS, DRESS HATS, OPERA HATS, SMOKING CAPS.

New designs in SCARVES, including the "Four-in-Hand Club," "Tennyson," "Windsor," "Club House," and others.

COLLARS of various Shapes.

DRESS SHIRTS, with Embroidered Fronts.

LONGCLOTH SHIRTS, with Military Fronts.

Regatta and Oxford TWILL SHIRTS, a large assortment of Patterns.

White and Colored MERINO and CASHMERE UNDER VESTS and PANTS.

SILK, BALBRIGGAN, White and Fancy COTTON, and MERINO SOCKS.

Knickerbocker STOCKINGS for Shooting.

HANDKERCHIEFS, Plain and Hemstitched.

White, Turkish, Honey-comb, and other TOWELS.

Bath BLANKETS.

Patent DRESS and KID SHOES.

Single and Double Sole BOOTS.

Sole LEATHER OVERLAND TRUNKS, with Trays.

SOUTHGATE'S PATENT OVERLAND TRUNKS, with Trays.

PORTMANTEAUS, COAT CASES, Gladstone and Brief BAGS.

CANVAS BAGS for Soiled Linen for Travelling.

WALKING STICKS.

MEERSCHAUM PIPES, CIGAR TUBES, &c., &c.

SAYLE AND CO.,
VICTORIA EXCHANGE,
QUEEN'S ROAD AND STANLEY STREET,
HONGKONG;
AND AT SHANGHAI.

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,
By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE: In Paper Wrapper, ... $1.50
Neatly Bound, ... $2.00
Apply at the *Daily Press* Office.

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown } CANVAS.
ARNHOLD, KARBERG & Co.
tf 1130 Hongkong, 11th May, 1867.

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY, WITH THE PUNTI AND MANDARIN PRONUNCIATION.
An ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally; which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Dhalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

TRUBNER & Co.,
60, PATERNOSTER ROW;
W. H. BELL,
"DAILY PRESS" OFFICE, HONGKONG.

For Sale.

JUST RECEIVED.

GENTLEMEN'S FRENCH BOOTS.
COLOGNE WATER and GENERAL PERFUMERY, from ED. PINAUD & Co.
SILK UMBRELLAS.
Double FOWLING-PIECES.
REVOLVERS.
DE SAINT MARCEAUX ET CIE.'S CHAMPAGNE, Carte Noire and Carte Blanche.
Fresh SALAD OIL, best brand, at $4.50 per dozen.
Old Cognac BISCUIT DUBOUCHE (large bottles.)
Dépôt de la Compagnie Fermière de Vichy, any Springs, at $3 per doz.
French PRESERVES, in Glass.
A good Breakfast CLARET, at $2.50 per dozen.
GRAND VIN DE SILLERY, at $12 per dozen.
CLARET, in Casks, &c., &c., &c., at very moderate prices.
L. THEVENIN,
44, Queen's Road, and 11, Stanley Street.
1183 Hongkong, 24th September, 1875.

DEATH TO WHITE ANTS.

THE Undersigned has received a further supply of MALPAS'S PATENT COMPOUND for Preserving Timber from the Ravages of White Ants.

One Package will prepare 200 superficial feet of Flooring. Price 50 Cents per Package.

W. H. NOTLEY,
For B. Davies, Sole Agent for China.
No. 6, Stanley Street, 1st Oct., 1875. [3m 1481

DELICIOUS GINGER BRANDY, $4 per Dozen.
SPIRITS of WINE, for Lamps, $3 per Dozen.
Apply to the
HONGKONG DISTILLERY Co.
1209 Hongkong, 6th August, 1875.

DUC DE MONTEBELLO CARTE BLANCHE CHAMPAGNE:—
Quarts, ... $15 per case (1 dozen.)
Pints, ... $16 „ „ (2 „)
5% discount on 25 Cases.

BOURBON WHISKEY,
$12 per case (1 dozen.)
FOR SALE BY
HEARD & Co.
975 Hongkong, 23rd June, 1875.

HONGKONG ICE COMPANY

HAVE always on hand a Stock of CLEAR, SOLID, BLOCK ICE made from PURE FILTERED WATER, without the use of ETHER, AMMONIA, or any kind of Chemicals whatever.

PRICE TWO CENTS PER POUND.

SPECIAL AGREEMENTS made with Steamship Owners or other large Consumers.

Order Books can be had at the Depôt No. 17, Queen's Road, HONGKONG HOTEL BUILDINGS, or at the Works at East Point. Those preferring to use Pass Books can do so.

KYLE & BAIN,
Proprietors.
510. Hongkong, 20th May, 1875.

NOW ON SALE.

THE CHRONICLE AND DIRECTORY FOR 1875.

THIS Work, in the THIRTEENTH year of its existence, is NOW READY FOR SALE.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1875 has been further augmented by a

CHROMO-LITHOGRAPH OF A PLAN OF VICTORIA, HONGKONG;
THE FOREIGN SETTLEMENTS OF SHANGHAI.
A Chromo-Lithograph Plate of the NEW CODE OF SIGNALS IN USE AT THE PEAK;
also of
THE VARIOUS HOUSE FLAGS
(*Designed expressly for the Work.*)
MAPS OF HONGKONG, JAPAN, THE SILK WORM DISTRICTS, THE ISLAND OF FORMOSA, AND OF THE COAST OF CHINA;
ALSO, THE
NEW CODE OF CIVIL PROCEDURE—HONGKONG;
besides other local information and statistics corrected to date of publication, tending to make this Work in every way suitable for Public, Mercantile, and General Offices.

The Directory is published in two Forms, Complete at $5; or with the Lists of Residents, Port Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, or to the following Agents:—

Macao	Messrs. J. P. DA SILVA & Co.	
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„	„	KELLY & Co.
Hankow and River Ports	„	HALL & HOLTZ and KELLY & Co., Shanghai.
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Yokohama	Messrs.	LANE, CRAWFORD & Co.
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Manila	Messrs.	J. DE LOYZAGA & Co.
Singapore	*Straits Times* Office.	
London	Mr.	F. ALGAR, Clement's Lane.
„	„	GEO. STREET, 30, Cornhill.
San Francisco	Messrs.	BATES, HENEY & Co.
	Mr.	L. P. FISHER, 21, Merchants' Exchange.
New York	Messrs.	S. M. PETTINGILL & Co., 37, Park Row.

Hongkong, 2nd January, 1875.

WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the public that his Shop has been established since 1855, at Endicott's Lane, and that he has always a great quantity of BEST COAL in store for Sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.

1y 1447 Hongkong, 23rd September, 1875.

Vessels on the Berth.

FOR AMOY (*Direct.*)

THE Steamship
"LEONOR,"
Captain Diaz, will be despatched for the above Port TO-DAY, the 21st instant, at daylight.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
1567 Hongkong, 20th October, 1875.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship
"YESSO,"
Captain F. Ashton, will be despatched for the above Ports TO-DAY, the 21st instant, at daylight, instead of as previously notified.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
3d 1559 Hongkong, 19th October, 1875.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, *viâ* SUEZ CANAL.

THE Company's Steamship
"PATROCLUS"
will be despatched on or about the 20th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, *Agents.*
1508 Hongkong, 7th October, 1875.

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship
"BOMBAY,"
will leave for the above place shortly after the arrival of the S.S. *Khiva* with the next English Mail.
A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 15th October, 1875. [1542

STEAM TO SHANGHAI,
(*Taking Cargo at through rates for* NAGASAKI *and* HIOGO.)

THE P. & O. S. N. Co.'s Steamship
"KHIVA"
will leave for the above place about 24 hours after her arrival with the next English Mail.
A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 15th October, 1875. [1543

FOR COOKTOWN AND SYDNEY,
Taking Cargo also for MELBOURNE.

THE Eastern and Australian Mail Steam Company's Steamer
"BRISBANE",
will be despatched as above about the 24th instant.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.
1518 Hongkong, 8th October, 1875.

FOR SAN FRANCISCO.

THE A 1 British Barque
"ZEPHYRUS,"
Captain Williams, will load here for the above Port, and will have immediate despatch.
For Freight, apply to
MELCHERS & Co., *Agents.*
1545 Hongkong, 15th October, 1875.

FOR LONDON.

THE French Bark
"ADMIRAL DEVOULX,"
Captain Carrique, will have quick despatch as above.
For Freight, apply to
VOGEL, HAGEDORN & Co.
1539 Hongkong, 15th October, 1875.

FOR NEW YORK.

THE A 1 American Barque
"MORRO CASTLE,"
Captain Jewett, having the greater portion of her Cargo engaged, will load here and at Whampoa, and receive quick despatch.
For Freight, apply to
OLYPHANT & Co.
1531 Hongkong, 12th October, 1875.

FOR NEW YORK.

THE British Bark
"HARWICH,"
Captain Dudfield, will load here and at Whampoa as above.
For Freight, apply to
HEARD & Co.
1477 Hongkong, 30th September, 1875.

FOR NEW YORK.

THE A 1, British Clipper Ship
"THYATIRA,"
Captain Mackay, will load here and at Whampoa, and will have quick despatch as above.
For Freight, apply to
RUSSELL & Co.
1438 Hongkong, 21st September, 1875.

FOR NEW YORK.

THE A 1 American Ship
"MIDNIGHT,"
G. Wallet, Master, will load here and at Whampoa, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
1390 Hongkong, 13th September, 1875.

FOR LONDON.

THE A-1 15 years British Ship
"MELBREK,"
Capt. T. Peirce, will load here and at Whampoa, and will have quick despatch as above.
For Freight, apply to
VOGEL, HAGEDORN & Co.
1400 Hongkong, 14th September, 1875.

FOR LONDON.

THE A 1 British Barque
"ENGLAND'S GLORY,"
Knight, Master, will load here, at Whampoa, and at Macao, and will have quick despatch as above.
For Freight, apply to
A. MacG. HEATON,
OR
DEACON & Co.,
Canton and Macao.
1349 Hongkong, 3rd September, 1875.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY)
SOLE AGENT FOR CHINA,
F. PEIL,
Hongkong, Shanghai, Cologne (Germany.)

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

NOTICE.

IN Order to meet the wishes of the Native Community, the Chinese Issue of this Paper has been, from the commencement of the China New Year, issued DAILY instead of on alternate days as before.

The Paper has been Established for nearly Twenty Years, and is, as to Editorial Management, under the Direction of a Well Educated Chinese Gentleman; gives reliable commercial and general information, and has the same position with the Native Community as to Advertisements and News as the English *Daily Press* with the Foreign Community. The Charge for Advertisements will be as heretofore.

Hongkong, 23rd February, 1874.

Vessels on the Berth.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT-SAID, NAPLES, AND MARSEILLES;
ALSO,
PONDICHERRY, MADRAS, AND CALCUTTA.

ON THURSDAY, the 21st October, 1875, at noon, the Company's Steamship "*DJEMNAH*," Commandant FLAMBEAU, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till noon. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 20th October, 1875. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. BERTRAND,
Principal Agent.
Hongkong, 4th October, 1875.

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*GEELONG*," Captain FRASER, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on THURSDAY, the 28th October, at Noon.

Cargo will be received on board until Noon, Specie and Parcels at the office until 2 P.M. on the 27th.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

*** A Written Declaration of the Contents and Value of the Packages for the Overland Routes is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness on such declaration.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 16th October, 1875.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S.S. *GAELIC* will be despatched for San Francisco, *viâ* Yokohama, on MONDAY, the 1st November, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. of the 31st instant. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, Praya West.

G. B. EMORY,
Acting Agent.
Hongkong, October 1st, 1875.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE S.S. "*CITY OF TOKIO*" will leave Hongkong for San Francisco, via Yokohama, on MONDAY, the 15th November, at 3 P.M., taking Passengers, Mails, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, via OVERLAND RAILWAYS.

A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France, and Germany.

Freight will be received on board until 4 P.M. on the 14th proximo. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.

G. B.

Extracts.

THE CLOUD-STAR.

BY PAUL H. HAYNE.

Far up within the tranquil sky,
Far up it shone;
Floating how gently, silently,
Floating alone!

A sunbeam touched its loftier side
With deepening light;
Then to its inmost soul did glide
Divinely bright.

The cloud transfigured to a star,
Through all its frame
Throbbed in the fervent heavens afar
One pulse of flame;

One pulse of flame which inward turned
And slowly fed
On its own heart, that burned and burned,
Till almost dead.

The cloud, still imaged as a star,
Waned up the sky;
Waned slowly, pallid, ghost-like, far,
Wholly to die;

But die so grandly in the sun—
The noonfire's breath—
Methinks the glorious death it won,
Life! life! not death!

Meanwhile a million insect things
Crawl on below,
And gaudy worms on fluttering wings
Flit to and fro;

Blind to that cloud, which grown a star,
Divinely bright,
Waned in the deepening heavens afar
Till lost in light!

CROSSING THE ATLANTIC.

The voyage across the Atlantic has little interest in itself. There is nothing to arrest the attention for the most part save the endless waste of waters; and, magnificent as such a sight is, it cannot be said to be interesting. It is too continuously vast and monotonous. One cannot keep their feelings for any length of time at the pitch of sublimity, and all mere sublimity is apt to weary. I have felt the same feeling even among the Swiss Alps. It is a deadly heresy to say so, but the continuous outline of peak and valley, cold and stately in their snowy mantle, only broken here and there by rugged seams, lies after a while oppressively upon the imagination. There are entrancing morning and evening aspects; but these are fitful; they fade and die away, and one's snatches of higher feeling die with them. They do not nurture love or interest, and as the bleak, impossible barriers rise before one their very grandeur grows wearisome. There comes the longing to surmount them, and look once more upon the smiling and variously moving country. And so the Atlantic tires by its magnificence. From the shores of Ireland till you sight the low-lying and formless figure of Long Island, you hardly see anything. There are traditions of icebergs floating past in their dazzling and dangerous glory; but no moving object, not even a fellow ocean steamer, came within our prospect for days. Nothing awaited the gaze morning by morning but the wide stretch of sea, now lying in a heavy, cold, heaving mass, and now rising in tumultuous billows, chasing one another with a cruel and angry fury. We had hardly any enjoyable weather on deck on our outward voyage, save one glorious night when the sea shone with fitful lustre below and the moon rode calm in a cloudless heaven above. Coming home the weather was more enjoyable. This is said to be the usual experience—the homeward passage comparatively fine, the outward passage stormy. Storm or sunshine makes little matter to one who has never known seasickness. There is even enjoyment and a peculiar inspiration of health in days of wild weather, with the north-west wind blowing a gale ahead, and making the steamer's running only about the half of its normal rate; but there are only a few equal to this enjoyment, and the sight of so many suffering creatures, and the dirty, sloppy decks, are a great drawback to even the most vigorous appreciation of "heavy weather."—*Principal Tulloch, in "Good Words."*

INCIDENT IN THE LIFE OF O'CONNELL.

Mr. James Walsh writes:—During his long and ardent struggle for Catholic Emancipation, O'Connell had many bitter encounters with the Orange party, then in the height of its power. One of the leading Orangemen in Ireland was Alderman Bradley King: for more than twenty years this man laboured against O'Connell, and may be said to have been for all this time the Liberator's personal and inveterate foe.

After Catholic Emancipation was granted, and the Reform Bill passed, matters in Ireland rapidly changed. The Orange party received a deadly blow, and it became dangerous and unfashionable to belong to an Orange lodge. Alderman Bradley King lost his situation, and was deprived of his pension. He had grown to be a feeble, helpless old man, and himself and his family were in the utmost distress. The poor old Orange Grand Master went to all his friends of former years to solicit aid, or some pension from Government to sustain him in his declining years and keep his family from starvation. He called upon Orange lords and earls, but all without effect; he was entirely forsaken and in despair; he was seen day by day standing in the lobby of the House of Commons, the most desolate and hopeless-looking man that could be seen.

In this distracted and forlorn state O'Connell at last beheld his old Orange antagonist and fierce political foe. The Liberator went up to him, took him by the hand, listened to his tale of woe, brought him home with him for dinner, examined his papers, took pity on him, and vowed to be his friend. At this period O'Connell's friends were in power, and without loss of time he called on Earl Grey and Lord Althorpe. He said he wished neither for office nor pension himself, but he demanded compensation for the Orange Grand Master, and at last O'Connell succeeded in obtaining a handsome pension for Alderman Bradley King. The gratitude of the poor old Alderman could not be described. After fervently thanking O'Connell, he rushed home to his distressed family in raptures, and with his eyes and hands raised to heaven he said, "My dear wife and children, we must all, every night and morning, pray on our knees for Daniel O'Connell." In a published letter to O'Connell, this Grand Master of the Orangemen of Dublin says:—"To you, sir, to whom I was early and long opposed—to you who, nobly forgetting this continued difference of opinion, and who, rejecting every idea of party feeling or party spirit, thought only of my distress, sped to succour and support me, and restored myself and family to competence, ease, and happiness, how can I express my gratitude? I cannot attempt it. The reward I feel is to be found in your own breast; and I assure myself that the generous feelings of a noble mind will cheer you on to that prosperity and happiness which Providence holds out to those who protect the helpless and sustain the falling. For such reward and happiness to you and yours my prayers shall be offered up fervently, while the remainder of my days, passing, I trust, in tranquility, by a complete retirement from public life, and in the bosom of my family, will constantly present to me the grateful recollections of one to whom I am mainly indebted for so desirable a closing of my life."

When this old Orange Grand Master was on his death-bed, he called to his side his eldest son and said, "When I have been buried go to Daniel O'Connell and tell him that the last prayers of a grateful man were offered up for him, and that I implored Heaven to avert every peril from his head." Surely the Orangemen of Partick were not aware of this beautiful and Christian incident in the life of O'Connell when they, without cause, assailed the man who went forth to do honour to his memory.—*Glasgow Herald.*

CENSURE: A MORNING'S REVERIE.

Some one says that "Censure is the tax a man pays to the public for being eminent." And I won't dispute the assertion, because it is so often true: the distinguished leaders of political parties, for instance, are thoroughly aware of it. But if this mild aphorism is to be raised to the dignity of a rule, I can only say it is a rule which admits of a fair number of exceptions.

So, at least, I thought one morning last summer, as I lay awake, not far from the sea, and heard my landlady "censuring" one of her servants—perhaps the maid-of-all-work. I had fallen asleep on the previous night with the tones of that voice ringing in my ears, and, when they came to me again at my waking moments, it seemed at first as if the censure had continued during the dark hours of night. Such, however, was not the case; the lady had refreshed herself with comfortable rest, and had returned to the charge with renewed vigour.

This was one of the most curious cases I ever know; for I was told by one who had seen it, that this lady applied to censure as drunkards applied to drams, for relief; and that, after sitting in silence for ten minutes in the evening, she would suddenly rise, with a face that twitched for want of the accustomed stimulant, which she might presently be heard partaking of in the back kitchen.

I thought, as I lay there, surely this poor maid is not paying a tax to the public for any particular eminence, though there is censure enough in all conscience. If she pays any tax at all, she pays it not to the public, who don't know of her existence, but to the privilege of eating so much food, receiving so many shillings a week, and sleeping on a mattress of such and such a hardness.

No doubt, then, I concluded, the author of this aphorism, like many other authors of neat sayings, either intended to speak loosely, or did not take into consideration the fact, that there are many sorts of censure, and that the recipients of it are numerous and diverse.

I then pursued the subject, from one point to another, till the knuckles of the present recipient of censure struck my door, and put an end to the reverie.

One thing, I am quite sure, should be avoided in censure, and that is its frequent repetition. The mind and its sensibilities grow callous, just as the hand grows horny, by too constant friction. It is a bad thing, too, strongly to censure trifles. Faults lose their proper proportions in the apprehension of the offender, when the censor himself has made so little distinction between them: he has indeed helped to foster the carelessness which it was his labour to correct—just as the writer who dashes under every sixth word of his M.S. teaches his reader to pay no attention to emphasis whatever.

Here is another thought on the subject: What right have people to blame others when they are conscious of having done the same things themselves? The truth is that there would be very little wholesome censure in the world if every one were prevented from blaming who had himself sometimes been culpable in the matter he seeks to condemn. The gentleman who is so hard upon our faults, Sunday after Sunday, is bound professionally to blame them; and, though it is just possible that, in some past state of existence, even though it were on this planet, he may not have been altogether innocent in the things which he chastises, there is no reason why he should hold his hand on that score. So with the lady whose daughter flirts more than is seemly; the mother flirted more than was seemly once; but must she forbear to warn on that account? Some care must be taken, I confess—for the past may be unveiled at any moment. The sober-minded father who chides his son for certain delinquencies at college, may do well to remember that gyps, bedmakers, college-porters, and some tradesmen, occasionally live a long time, and see a second generation. These people, if rapacious, are civil and communicative, and may, perhaps, take a pleasure in indulging the piety of the son, by confiding to him some portions of the early history of the father. Who knows, too, how highly they may colour the picture! There are paths, and even *lanes*, which lead, as they now lead, to a certain kind of perdition; and there is an awkwardness in the child, knowing that he has followed too literally in the footsteps of the parent.

But what shall be said of those who censure and sin? The present tense makes all the difference. There must be a decent attempt at consistency, or the censor should retire. Apostolic language is strong on this point: "Thou that preachest a man should not steal, dost thou steal?" So indeed is the vernacular forcible, after its simple fashion: "You're another!" is apt to stop the lips of almost any censor.

But there is a species of censor who is making a considerable stir in the country just now—I mean the wife-beater. Censure and punishment, whilst we must not make them identical, have yet something in common. The very blame itself often inflicts a sort of pain; and when a person is conscious of an unpleasant sensation as a consequence of his fault, there can be no doubt that he is punished. Perhaps, in some cases, the kinder the censure, the more acute the pain and the more severe the punishment. Delicate and sensitive minds, at any rate, may be agonized by a word. To the wife-beater, however, all this would be a refinement which nothing could make him understand. He is generally, though I fear not invariably, in the rank of life of the coal-heaver or cobbler. His notion of censure is often that of physical suffering, and he is not scrupulous or fastidious in the choice of instruments to convey it. And, to do him justice, an over-delicacy in this matter can hardly be expected from him, and would scarcely answer, were he to assume it. I know that, in the present state of public opinion, he is represented as an unmitigated monster for whom no excuse can be made, and to whom no mercy should be shown. There are instances where such an account of him may be a true one; but there are very many, I imagine, where it is false enough. We must remember with whom he has to deal. Sentimental ladies and gentlemen are apt to picture to themselves, in his victim, a wife the very pink and pattern of sobriety, "chaste as ice, pure as snow," and escaping calumny into the bargain. The probability is, that they are wasting the sweetness of their sympathies in a very desert air indeed. It is hard perhaps sometimes to call a spade a spade, but the truth is that husband and wife have often got disgustingly drunk together at the public-house; and the cases are not infrequent in which a hard-working sober man comes home to find no supper on the table, and no wife that he can talk to—only a loose drunken drab, a filthy house, and starving children. The temptation must be very great to employ the only sort of "censure" which such a woman can understand.

Even in the case of the good man this must be so; and what are we to expect when they both live in the same depths of iniquity? Why, simply this, that they are both very practical people, and are likely to bring matters speedily to an issue. It is far from unlikely that she is the aggressor, and that if she pays any tax for eminence, it is only for the "elevation" produced by strong drink, which is apt to be somewhat sudden in its influence. Now, these are not exactly doves; and, when they have anything on hand, they don't trouble themselve "like doves about a dovecote," to hover round the "central wish," until they settle there; on the contrary, it is rather their practice to settle matters at once, and in the readiest way that offers. One can hardly expect that *they* will think three times, or nay number of times, before resorting to the strongest of measures. The affair is conducted probably somewhat after this fashion. She, in the plenitude of beer, gin, and dirt, throws a jug at his head; and he, with promptitude, employs such "censure" as he may deem expedient at the time, and which he considers adapted to her comprehension; thus we read of the poker, boots, and such-like instruments being employed for the purpose.

How far are we to censure *him*? Some censure he must have; but it is a nice point. I don't like the poker and the boots; but you really can't expect him to say, "My dear girl, pray don't be so excited!" or words to that effect. Indeed, if he *did* say it, the probable result would be that, as the language employed conveyed no meaning whatever, she would consider it an insult of the most galling description—just as O'Connell's fishwife did when he called her an "equilateral and equiangular pentagon"—and more crockery would pass between them.

But the knuckles had not yet struck my door; and I have another thought to set down.

Criticism (I don't speak of literary criticism now) is sometimes only another term for "censure." Domestic criticism, if I may use the expression, is often a very bitter sort of censure, and it certainly touches one on the tenderest points. Very few people indeed are in a position to use it at all. Who shall tell you that you spend too much money, or spoil your children, or think too much of your own abilities? And if it is *needless*, it is infamous. Sir Arthur Helps, in a well-known essay, has the following passage:—"I believe that more breaches of friendship and love have been created, and more hatred cemented, by needless criticism than by any one other thing. If you find a man who performs most of the relations of life dutifully, is even kind and affectionate, but who, you discover, is secretly disliked and feared by all his friends and acquaintances, you will often, on further investigation, ascertain that he is one who indulges largely in needless criticism." The fact is that many people censure, not so much for the purpose of doing good, as because they have a constitutional temptation to intrude this "needless criticism." Perhaps there is a sort of latent instinct, teaching that another's faults are the foils to one's own virtues; but the more probable explanation is, I think, that an instinct instructs us, not so much to set our own merits in the alloy of our friends' demerits, as that our own character for *shrewdness* can hardly stand without the assistance of depreciation with which we have attacked another's wisdom or common sense.

The censure of ignorance is a censure which few dread, and which many welcome that they may laugh at it. It can levy no tax. The mistress who frets her servant by constant scolding may cause grievous irritation before the case-hardening process takes place: the past, perhaps even the present, sinner may come down on occasion with the weight of his moral hammer, and drive the nail some depth in the right direction; the Rough may turn censure into punishment, which is his only notion of it, and produce at last an effect of some sort; but the idiot who blames you for what the whole world knows to be right, has no influence whatever: you only laugh at his budget, and pay no tax at all.

There was one sad thought which struck me in that morning's reverie. There are those who, helpless and without blame, receive, day by day, censure which is cruel, unjust, cowardly. Who shall take the part of these, the obscure, who suffer and forgive, and are out of the sight of the world? Innocent women, and little children who are startled to find there is so much harshness upon earth; such as modestly do their best, and then are coldly told that their best is sin; such as fearlessly do their duty in spite of misconstruction and persecution; who shall say a good word which may shield these, and such as these, from censure? But it can hardly matter; for the most powerful Voice of all has blessed those against whom all manner of evil is spoken falsely.

The knuckles struck my door ten minutes later than they should have done, and I sprang from my bed; for I knew, as perhaps I ought to know now, that to spend more time upon "Censure" would be, in some manner, to deserve it.—*Cornhill Magazine.*

"ORTHODOXY."

The *Standard*, in reviewing a sporting book, tells the following good story:—A North Devon rector was much in want of a curate. He was also the master of a rattling pack of hounds; and his churchwarden, Tozer, paying the market town a visit, was thus accosted by his grocer, "Well, Mr. Tozer, have ye got a cobrate yit for Bridgwell?" "Not yit; they don't all suit maister; but here's his advertisement, so I reckon he'll soon get one: 'Wanted, a curate for Bridgwell; must be a gentleman of moderate and orthodox views.'" "Orthodox, Mr. Tozer. What doth he mean by orthodox?" "Well," said the churchwarden thoughtfully, and in deep perplexity, knowing the double nature of the curate's duties, secular as well as sacred, "Well, I can't exactly say; but I reckon 'tis a man as can ride pretty well."

FIVE YEARS AT HIS POST.

The Montpellier journals report the death, at the age of nine-two, of Jacques Roussel, an old soldier of the First Empire, who had the distinction of holding his post as a sentry longer than any private of any army was ever known to before or since. In 1806 Roussel was one of the force sent across by Davoust from Pomerania, to occupy the island of Rugen, after the fall of Berlin and dispersal of the Prussian army. But when Napoleon soon after met his first check at Eylau, and began to call in detachments to his aid, that in Rugen was suddenly called upon to march eastward with all other available troops in the vicinity. So hastily was the operation carried out that the commander was forced to leave behind him some of his stores, and even forgot to relieve the sentry who was placed over them, Private Roussel. When the peasants, who had been on friendly terms with the garrison, told him that the last of his countrymen had disappeared some hours before, it became necessary to decide on his own future. If he abandoned his post unrelieved he would evidently be disobeying orders. On the other hand, to hold it literally, without food or drink, was clearly impossible. He close, therefore, the middle course of abiding by it as nearly as possible, but getting his own living by working for the nearest farmer. Time passed on quietly, and Roussel wooed and won his master's daughter, and became to all intents and purposes one of the family. But he still kept his old uniform ready for use, and had an eye to charge; so that when after four years' quietude the islanders saw the Strait once more covered with boats full of the little men in red trousers they remembered so well, Roussel had time to dress himself and take post conspicuously near the landing-place, whence he hailed the strangers with a loud "Qui vive?" "Qui vive yourself!" was the reply, "and who are you?" "The sentry." "And how long have you been on your post, sentry?" said the officer, as he sprang ashore. "Five years, or thereabouts," said Roussel: and his answer, with the whole story, being reported to Davoust, that marshal, who had a special point of showing bonhomie to the privates of his corps, sent him a free discharge. Roussel lived on in Rugen till he lost his wife in 1829, when a Frenchman's longing for France carried him home to spend the second half of his long life peacefully in his native parish, and tell to all who would listen the story of his watch by the Baltic, confirmed by the irrefutable evidence of Davoust's signature.—*Pall Mall Gazette.*

HANS CHRISTIAN ANDERSEN.

I shall never forget the visit he paid me. His entrance into my room was like a breath of summer, a glimpse of sunshine. I could hardly keep from throwing my arms about him. He reminded me of one of my early schoolmates, with whom I used to play leap-frog. Although he was nearly 70 years of age, I could only think of him as a boy. On his way to the house he met my wife and little daughter Virginia, who had just started out walking. He seemed delighted to see them, and took Virginia into his arms and kissed her. He was perhaps the only stranger that she ever saw in her life that she did not shrink from. I watched Andersen with the deepest interest from my window, and saw him stop to shake hands with Virginia's little Danish nurse, Christina, a poor, friendless child. A titled fool, a mere pensioner on the dead, a man whose only celebrity consisted in his aristocratic lineage and costly apparel, once told me that Andersen had on one occasion refused to give his seat to a lady in a carriage. I thought of this story as I saw the great author looking kindly into the face of the poor child, who stood trembling before him in her old-fashioned bonnet and faded dress, and I knew that the man who told it to me had lied. No one who has ever seen Andersen would believe such a falsehood. One evening the Queen-Dowager was riding on the Strand; Andersen was in another carriage with two ladies of the Court; Her Majesty's carriage halted at a place where a lot of children were playing, and they cried, "Hurra!" A little after, the other carriage came up, and they cried, "Hurra! there is Andersen." When the Queen reached her palace, she said, "I believe that everybody knows you and loves you." On another occasion, Andersen met a lady walking with her children. The smallest of them rushed ahead and seized him by the hand, "How dare you," said the mother, "accost a strange gentleman in that way?" "He is no stranger," said the little fellow; "it is Hans Christian Anderson; all the boys know him". Andersen's personal appearance is prepossessing. He would not, however, be called a handsome man in the popular acceptance of the term. He is tall and slender. While standing or sitting, he holds his body erect; but when walking, he stoops a little. His nose is large, but well proportioned, and his hair, which curls around his temples, is sprinkled with gray. His forehead is high but not broad, still it is a noble-looking forehead, and not unlike that of one of Titian's heads. His eyes are of a dark gray, and literally beam with intelligence. He is a remarkably fine reader, and has often been compared in this respect to Dickens. Both of these great men have always read to crowded houses. Dickens's voice was, perhaps, better suited for the stage than the reading-desk. It was stronger and louder than Andersen's, but nothing like as mellow and musical. I heard Dickens read the death-bed scene of "Little Nell" in New York, and I was moved to tears, but I knew that the author himself was reading the story; but when I heard Andersen read the story of the *Little Girl with the Matches*, I did not think of the author at all, but wept like a child,—unconscious of everything around me. Andersen is in the habit of giving readings every winter at the Mechanics' Institution in Copenhagen. The crowd was so great that many had to go away. The people did not wish to be disappointed, and many even climbed up to the windows and clamored to have them opened.—*From "My Danish Days," by G. W. Griffin.*

HONGKONG MARKETS.

As Reported by Chinese on the 20th October, 1875.

COTTON GOODS.

COTTON YARN, No. 16 a 24 per 100 lbs.		$85.00 a $105.50
" 28 a 32 "	"	112.00 a 117.00
" 38 a 42 "	"	118.00 a 130.00
GREY SHIRTINGS, 7 lbs.	per piece	$1.70 a 1.85
" 8 lbs.	"	2.00 a 2.05
" 8½ lbs.	"	2.15 a 2.56
WHITE SHIRTINGS, 54 a 60 reed.	"	1.95 a 2.10
" 64 a 66 "	"	2.45 a 2.60
" 68 a 80 "	"	2.80 a 3.45
WHITE SPOTTED SHIRTINGS	per piece	2.50 a 2.55
WHITE BROCADES	"	2.70 a 2.75
AMERICAN DRILLS, 30 yards	"	2.75 a 2.80
" " 40 "	"	3.70 a 3.80
GREY T-CLOTHS, 24 yds & 32 in. 7 lbs.	"	1.75 a 2.15
" " 24 " & 36 " 8 lbs.	"	2.10 a 2.18
DYED SPOTTED SHIRTINGS	"	3.60 a 3.95
DYED BROCADES Do.	"	3.85 a 4.10
DYED DAMASK Do.	per piece	6.00 a 6.35
CHINTZ	"	1.90 a 1.05
HANDKERCHIEFS, Blue	per doz.	0.60 a 0.70
" Brown	"	0.62 a 0.65
" Red	"	0.77 a 0.80
VELVETS, Black, 22 ins.	per yard	0.21 a 0.22
" Gentian, 22 "	"	0.19 a 0.20
VELVETEENS, Black	"	0.25 a 0.28

WOOLLEN GOODS.

SPANISH STRIPES	per yard	0.79 a 0.81
LONG ELLS, *MM* Scarlet	per piece	9.20 a 9.30
" " Assorted	"	8.85 a 9.00
" *HH* Scarlet	"	9.10 a 9.20
" " Assorted	"	8.70 a 8.80
CAMLETS, SSS	"	16.00 a 16.50
" SS	"	17.50 a 18.00
" S	"	18.00 a 18.50
" *BBB*	"	19.00 a 19.50
LASTINGS, *DD*	"	15.00 a 15.50

METALS.

IRON, Nail Rod	per picul	2.90 a 3.20
" Hoop	"	3.65 a 3.80
" Bar	"	2.90 a 2.95
" Wire	"	8.25 a 8.50
LEAD	"	7.63 a 7.75
STEEL, English	per tub	4.20 a 4.30
" Swedish	"	5.20 a 5.30
TIN, Malacca	per picul	23.20 a 24.40
TIN PLATES	per box	6.80 a 7.00
SHEATHING METAL	per picul	25.50 a 27.00
QUICKSILVER, English	"	104.00 a —
" American	"	105.00 a —
SPELTER	"	7.00 a 7.75

PRODUCE.

COTTON, Shanghai	per picul	17.00 a 17.50
" Ningpo	"	18.50 a 18.50
" Tientsin	"	18.50 a 18.50
" Tungchow	"	19.00 a 19.50
" Bengal	"	15.50 a 15.60
ALUM	"	1.85 a 1.85
SESAMUM, white	"	4.20 a 4.20
" Black	"	3.10 a 3.25
RICE, Bengal, Cargo No. 1	"	2.45 a 2.50
" 2	"	2.20 a 2.25
" Siam, white	"	1.55 a 1.60
" " mill cleaned	"	1.45 a 1.50
" Manila	"	2.35 a 2.40
" Singapore	"	1.30 a 1.01
" Saigon	"	1.40 a 1.60
" Annam	"	2.10 a 2.15
" Rangoon	"	2.35 a 2.40
SALTPETRE	"	4.80 a 5.75
COALS, AFLOAT	per ton.	
" English steam	"	11.75 a 12.75
" Sydney	"	9.75 a —
WINDOW GLASS	p box.	3.10 a 3.20
STRAITS PRODUCE, &c.,		
RATTANS, Straits	per pcl.	5.50 a 5.70
" Bentar	"	4.05 a 4.15
PEPPER, White	"	16.50 a 16.80
" Black	"	10.60 a 10.80
BETEL NUT	"	2.50 a 2.85
SANDAL WOOD Malabar	"	4.10 a 4.20
" South Seas	"	16.00 a 16.50
SAPAN WOOD, Manila	"	1.60 a 2.10
" Siam	"	2.25 a 2.50
FLOUR California, per sack of 50 lbs.		1.45 a 1.60
" American per barrel of 196 lbs.		3.20 a 3.30
" " " of 200 lbs.		6.70 a 6.80
WHEAT, Tientsin	per pcl.	1.85 a 1.90
" California	"	2.25 a 2.35
SUGAR, Canton white, 1 a 3	"	6.15 a 6.50
" " Dk. Brown	"	4.70 a 4.90
" West Coast, Dk. Brown	"	— —
" Manila, Dry White	"	5.45 a 5.60
" Candy	"	8.45 a 8.50
CAMPHOR, packed	"	13.50 a 14.00
PEAS, White	"	1.90 a 1.95
" Green	"	2.10 a 2.25
" Black	"	1.60 a 1.85
" Yellow	"	1.72 a 1.75
MUSHROOMS	"	50.00 a 65.00
SEAWEED, Green	"	2.15 a 2.25
" Cut	"	3.75 a 4.20
MUSSELS, Dry Siamlarge	"	11.00 a 13.00
" " " middle	"	7.50 a 8.50
" " " small	"	5.25 a 5.50
VERMICELLI, Tientsin	"	6.40 a 7.50
BEES WAX, Japan, White	"	9.75 a 10.00
" Hankow "	"	54.00 a 56.00

SHIPPING IN THE CHINA WATERS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.	Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
				HONGKONG.						**CANTON.**	
				STEAMERS.		An-lan †	Godsil	H.I.C.M.	g-b.		
Abbotstor	A. Hunter	Brit. str	649	Ah Yon	Acheen	Chen-jui ‡	Wade	H.I.C.M.	g-b.		
Albay		Span. str	269		Repairing	Chen-to ‡	Robertson	H.I.C.M.	g-b.		
Amoy	Drewes	Brit. str	848	Siemssen & Co	Shanghai	China	P. H. Hennings	Ger. str	642	Siemssen & Co	Shanghai
Arratoon Apcar	R. Case	Brit. str	956	Siemssen & Co		Ching-Sing ‡	E. Choy	H.I.C.M.	g-b.		
Bombay	C. F. Davis	Brit. str	749	P. & O. S. N. Co		Chung-hoi ‡	Demie	H.I.C.M.	g-b.		
Brisbane	R. Balfour	Brit. str	891	Gibb, Livingston & Co		Glengyle	A. Carnell	Brit. str	1265	Butterfield & Swire	
City of Exeter	John Gorley	Brit. str	787	Hop-kee		Pong-shao-hai ‡	Palmer	H.I.C.M.	g-b.		
Djemnah	Flambeau	Fren. str	2416	Messageries Maritimes	Saigon, &c.	Tien-Po ‡	Longueville	H.I.C.M.	g-b.		
Douglas	E. Burnie	Brit. str	864	D. Lapraik & Co	East Coast					‡ *In the river between Cheung-chow and Canton.*	
Feiwun		Brit. str		H. C. & M. Steamboat Co							
Gaelic	W. H. Kidley	Brit. str	2562	O. & O. S. S. Co	Yokohama, &c.					**MACAO.**	
Glenfinlas	G. H. Wilcox	Brit. str	1366	Jardine, Matheson & Co						*In port on 13th October, 1875.*	
Gunga	W. G. Pitcn	Fren. str	797	Landstein & Co		Camoens	Guimaraes	Port. g-b.	30		
How-sang	N. Lamont	Chi. str	800	C. M. S. N. Co		Concordia	J. L. da Silva	Port. bg	226	J. E. d'Almeida	
Ichang ‡	B. Martin	Brit. str	700	Butterfield & Swire		Ella Beatrice	A. Thompson	Brit. bk	490	Captain	
Kinshan ‡	Gary	Brit. str	1050	H. C. & M. Steamboat Co		Spark ‡	Holland	Brit. str	140	H. C. & M. Steamboat Co	
Kiu-Kiang	Morton	Brit. str	1061	H. C. & M. Steamboat Co		Tejo	F. Cabral	Port. g-b	444		
Leonor	L. Diaz	Span. str	408	D. Lapraik & Co	Amoy					‡ *Running between Canton and Macao.*	
Little Orphan		Amr. str	45	Captain T. B. Benning	Tug Flying					**SWATOW.**	
Ly-ee-moon	Forrest	Brit. str	611	Birley & Co						*In port on 17th October, 1875.*	
Madagascar	J. Timm	Ger. str	884	Siemssen & Co	Bangkok	Carl Ludwig	Carlson	Ger. bk	235	Bradley & Co	
Norna	C. Koob	Brit. str	606	Kwok Acheong	Swatow	Julie	Litchfield	Brit. bk	335	E. Vincent & Co	
Ocean	W. Brown	Brit. str	970	Jardine, Matheson & Co		Ingeburg	Jacobsen	Ger. bk	386	Dircks & Kruger	
Pawtuxet		Amr. str	280	Heard & Co		Lord of the Isles	Petrie	Brit. sch	315	E. Herton	
Powan §	A. Benning	Brit. str	1890	H. C. & M. Steamboat Co		Marquis of Argyle	McKeon	Brit. bk	500	E. Vincent & Co	Singapore
Rajah	W. Menzell	Brit. str	359	Hop-hing	Repairing	Malvina	Kulge	Ger. bk	407	Dircks & Kruger	
Sir J. Jeejeebhoy		Brit. str	101	Kwok Acheong	Yokohama	Naworth Castle	Linklater	Brit. bk	354	E. Vincent & Co	
Volga	Nomdeden	Fren. str	965	Messageries Maritimes		Oscar Mooyer	Weller	Ger. bk	382	Dircks & Kruger	
Wachi	Hescroff	Brit. str	222	Landstein & Co		Gesine Brons	Siegmann	Ger. bk	430	Dircks & Kruger	
White Cloud ‡	T. B. Benning	Brit. str	652	H. C. & M. Steamboat Co		Salacia	Molsen	Brit. bk	423	E. Vincent & Co	
Yesso	F. Ashton	Brit. str	559	D. Lapraik & Co	East Coast	Samos	Bryant	Amr. sch	395	E. Vincent & Co	
Yot-sai §	W. Kentwell	Brit. str	180	Kwok Acheong		Vesta	Dirk	Ger. bk	392	E. Herton	
Yottung		Brit. str	323	Kwok Acheong	Laid up	Wega	Nuhl	Ger. bk	395	Dircks & Kruger	
				‡ *Running between Hongkong and Canton*		Zoroya	Scarlett	Brit. bk	333	E. Vincent & Co	
				§ *Running between Macao and Hongkong.*						**AMOY.**	
				SAILING VESSELS.						*In port on 10th October, 1875.*	
Alva	E. A. Souza	Port. sb	632	Brandao & Co		Adeline		Ger. sch	132	E. A. Petersen & Co	
Amiral Devoulx	P. Carrique	Fren. bk	774	Vogel, Hagedorn & Co	London	Adelina & Marianne		Ger. sch	300	H. A. Petersen & Co	
Androklos	P. Vogt	Ger. bk	400	Wm. Pustau & Co		Anton Gunther		Ger. bk	465	Pasedag & Co	
Annie Muriel	J. Sloane	Brit. bg	250	Carlowitz & Co	Tientsin	Aristos		Nor. bk	531	Johnston & Co	New York
Auguste	A. Bernard	Fren. bk	844	Carlowitz & Co		Burton Stather		Brit. bk	421	Boyd & Co	
Beaulah	A. Blackstone	Brit. sh	887	Melchers & Co		Carnarvonshire		Brit. bk	388	Boyd & Co	
B. Aymory	Lapham	Amr. bk	517	Chinese		Constance		Brit. bk	350	Boyd & Co	
Burra Noorfol	A. Woritzky	Siam. bk	360	Chinese		Concordia		Ger. sch	162	Pasedag & Co	
Charlie Palmer	Mackintosh	Brit. bk	567	Sing Yuen		Craig Ewan		Brit. sch	294	Boyd & Co	
Chloris	M. Matzen	Ger. bk	328	Arnhold, Karberg & Co		Diana		Ger. bg	162	H. A. Petersen & Co	Chefoo
Chusan	Thos. Thirkell	Brit. sh	817	Melchers & Co		Dora		Ger. bk	205	H. A. Petersen & Co	
Clara	W. Sampson	Brit. sh	938	Borneo Co., Limited	San Francisco	Fidelio		Ger. bk	317	Pasedag & Co	
Codan	J. Bruhn	Ger. bk	461	Wm. Pustau & Co	Guam	Hadda		Ger. bk	473	Pasedag & Co	
Colombo	P. N. Heuer	Brit. bk	384	G. J. Sands		Hermann		Ger. bg	211	H. A. Petersen & Co	
Dan	Hallberg	Swed. bg	250	Carlowitz & Co		Indian Empire		Brit. bk	520	Boyd & Co	
Dartmouth	H. Constant	Brit. sh	915	Order		Merlin		Brit. sch	248	Boyd & Co	Newchwang
Daylight	P. Rademaker	Siam. bk	447	Kim-tye-loong		Miako		Brit. bk	516	Boyd & Co	
E. P. Bouverie	D. T. Roberts	Brit. sh	997	Frazar & Co	Callao	Panama		Ger. bk	416	Pasedag & Co	Samarang
Excelsior	J. F. Edlund	Swed. bk	397	Wm. Pustau & Co		Peter		Ger. bg	241	H. A. Petersen & Co	
Finzel	R. Deas	Brit. bk	487	Ed. Schellhass & Co		Questembert		Fren. bk	365	Johnston & Co	
Flodden	J. Murdoch	Brit. bk	337	Jardine, Matheson & Co		Wilhelm		Ger. bk	346	Pasedag & Co	Foochow
Fray Bentos	M. Mota	Peru. sh	410	J. J. dos Remedios & Co						**FOOCHOW.**	
Friedrich Hartwig	G. Wolters	Ger. bk	343	Ed. Schellhass & Co						*In port on 15th October, 1875.*	
Gesiena	T. S. Mulder	Dut. bk	480	Ed. Schellhass & Co		China	Smidt	Brit. sch	201	Chinese	
Gleam	Burgess	Brit. bk	291	Turner & Co		Endymion	Richardson	Brit. sh	759	Adamson, Bell & Co	London
Goliah	Andersen	Siam. bk	542	Chinese		Georgina	Romney	Brit. bk	315	Gilman & Co	Melbourne
Harwich	W. Dudfield	Brit. bk	613	Heard & Co	New York	Jerusalem	Largie	Brit. bk	301	Adamson, Bell & Co	London
Jan Peter	R. Molsen	Ger. bk	336	Wm. Pustau & Co		Lady Belmore	Lee	Brit. bg	253	Adamson, Bell & Co	Melbourne
Kvik	C. H. Loringe	Nor. bk	400	F. Degenaer		Naples	Flindt	Brit. str	1473	Jardine, Matheson & Co	London
Lynx	Malon	Fren. bk	335	Landstein & Co						**SHANGHAI.**	
Marion	R. Howes	Amr. sch	366	Kwong-kee						*In port on 13th October,